# THE LIFE-BOAT
## AND ITS WORK

SIR JOHN CAMERON LAMB,
C.B., C.M.G., V.P.

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H.M. KING GEORGE V.

PATRON OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION

# THE LIFE-BOAT

## AND ITS WORK.

BY

SIR JOHN CAMERON LAMB, C.B., C.M.G., V.P.,

*Deputy-Chairman*
*Royal National Life-Boat Institution.*

UNIVERSITY COLLEGE
NOTTINGHAM

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1911

# PREFACE

THIS little book is in substance the same as a paper read before the Royal Society of Arts on the 16th February, 1910.

At the request of the Committee of Management of the Royal National Life-Boat Institution, it has been prepared for publication in this form, in the hope that it may help to bring increased support to that noble Institution.

Any profits derived from its sale will be handed over to the Committee of Management.

For valuable help and information the Author is indebted to Monsieur GERDRET, of the Ministry of the Colonies, Paris, Senhor MARQUES DA COSTA and Senhor CONDE DE SAMODAES, of Oporto, Senhor PAULO BENJAMIN CABRAL, of Lisbon, Mr. CAVE and Mr. HARGOOD, Members of the Committee of Management of the Institution, Mr. G. B. HODGSON, of South Shields, Mr. MALCOLM and Mr. ROBINSON, Vice-President and Secretary respectively of the Tyne Life-Boat Society, Mr. HAWKEY, of Newquay, Mr. BAYLEY, Secretary of Lord Crewe's Trustees, and the Officers of the Institution and of the Royal Society of Arts.

HAMPSTEAD: 1910.

# THE LIFE-BOAT AND ITS WORK

It is not to be supposed that lives were not saved from shipwreck before the advent of the Life-Boat. From time immemorial there had been gallant rescues by all kinds of boats; and they continue to the present day. But the Life-Boat has saved thousands of lives which would otherwise have been lost; and it has led to a concentration of thought and of effort, both in this country and abroad, which has radically changed the character of the service rendered by brave men to their shipwrecked fellow-creatures. No longer does the service depend on the generous impulse of scattered, irresponsible, ill-requited men: it is organised and under control; it has public recognition and support; it is constant in its operation, and it is inspired by as much courage and generosity as ever.

It is impossible to assign to any one person the merit of inventing the Life-Boat.

As early as 1765, a Monsieur Bernières, Controller-General of Roads and Bridges in France, invented a boat which, while carrying nine persons on board, would not sink when she was filled with water, and would not capsize when she was hove down so far that the top of her mast was immersed; but I cannot find that the invention was ever put to practical use.*

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* Extract from a book, now out of print, entitled "Le Tableau de la Mer: Naufrages et Sauvetages," par G. De La Landelle (Paris: Hachette, 1867), p. 282 et suiv: ". . . Au mois de juillet

Lionel Lukin,[*] with his plans for increasing the buoyancy and stability of boats, was first in the field in this country. He appears to have had no knowledge of the work of Monsieur Bernières. A coach-builder in Long Acre, he was a very worthy member of the Worshipful Company of Coachmakers, of which he became Master in 1793. Although a landsman, he had sea blood in his veins, being descended through his grandmother from Lionel Lane, one of Blake's captains. Addressing the Prince of Wales[†] (afterwards George IV.), whom he had frequently to see on other business, he described how, in 1784, he was led to study the subject, how His Royal Highness encouraged him, and how far success attended his efforts.

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1775, on fit sur la Seine l'essai d'un léger canot insubmersible et inchavirable, dont l'invention qui datait déjà de dix ans, était due à M. de Bernières, Contrôleur général des Ponts et Chaussées, connu d'ailleurs par plusieurs autres remarquables découvertes. Les expériences, qui furent renouvelées à diverses reprises, notamment le 25 juin de l'année suivante, à St. Cloud, en présence du Prince de Conti et de Mlle. de Bourbon, réussirent toujours à souhait. Elles sont relatées dans les principales gazettes du temps. La nacelle mâtée et munie de deux ponts à la poupe et à la proue, c'est-à-dire de deux grandes boîtes à air, portait aisément neuf personnes, dont six assises au fond, un patron et deux rameurs. On la remplissait d'eau jusqu'aux bords et on lui imprimait des balancements violents sans qu'elle pût couler. Une foule de nageurs s'y accrochaient tous du même côté, on pesait sur le mât jusqu'à le plonger dans l'eau. 'Au moment où le mât était lâché, elle se relevait d'elle-même, avec une rapidité surprenante, comme si un corps étranger, élastique et puissant, l'eût relevée avec force. Ce succès a étonné, poursuit l'auteur de la relation, 'et a confirmé ce que M. de Bernières avait promis de faire : l'expérience d'une chaloupe insubmersible ; cette nacelle multiplie les secours contre les hasards de la mer, elle peut sauver non seulement les hommes qu'elle porte, mais aussi ceux qu'elle traîne, et ses côtés deviennent presque aussi utiles que son intérieur.' (*L'esprit des journaux*, août 1775.) Faut-il dire que, malgré la publicité donnée à l'invention du Contrôleur général de Bernières, malgré sa haute position et ses protections royales, il en fut au siècle dernier de sa nacelle insubmersible comme il en avait été 160 ans auparavant de celle du brave Razilly ? "

[*] Born at Dunmow, 1742 ; died at Hythe, 1834.

[†] "The invention, principles of construction, and uses of unimmergible boats, stated in a letter to H.R.H. the Prince of Wales, by Lionel Lukin." Printed for the author by J. Nichols and Son, London, 1806.

It appears that, having purchased a Norway yawl,* he converted her into what he called an "unimmergible boat," tested her on the Thames, and took out a patent. The name "unimmergible" did not suggest a sufficiently philanthropic purpose, and it was not simple enough to be popular. It is evidence indeed that Lukin was thinking rather of making people in boats safe than of using those people to save others. But some of the essential features of a Life-Boat were there, as may be seen from the illustration. The larger figure shows the plan of the Norway yawl as converted by Lukin, and the smaller a cross section amidships. A is a projecting cork gunwale; B, B, B, are air-tight cases at the ends of the boat, and along the sides above and below the thwarts; C is an iron keel. The patent is dated the 2nd of November, 1785.†

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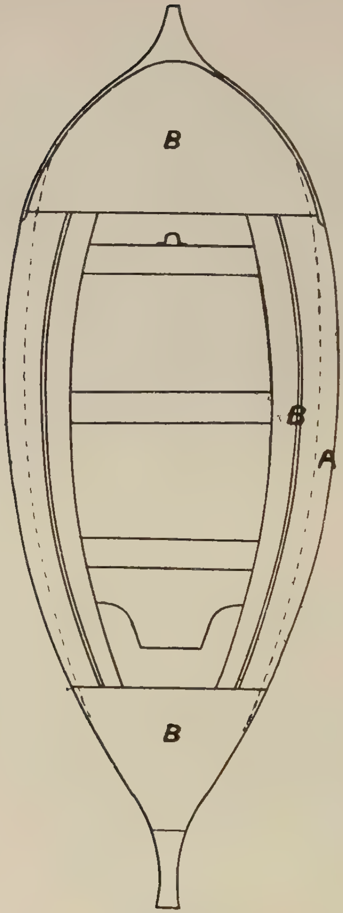
* "On the advice of the Deputy-Master of the Trinity House, Lukin entrusted this boat to a Ramsgate pilot to be tested in bad weather. He never heard from this man or saw his boat again, but he learned that she had frequently crossed the Channel when no other boat would venture out, and he surmised that she was employed in smuggling, and eventually captured and destroyed. He then had one like her built for himself, and called her the *Witch*, because of the prodigies of sailing which she performed in bad weather. But she was not employed as a Life-Boat."—*Obituary* in "Gentleman's Magazine," 1834.

† Extract from Specification: ". . . . to the outside of the boats and vessels, of the common or any other form, are projecting gunnels, sloping from the top of the common gunnel, in a faint curve, towards the water, so as not to interrupt the oars in rowing; and, from the extreme projection (which may be greater or less, according to the size and use the boat or vessel is intended for), returning to the side in a faint curve, at a proper distance above the water-line. These projecting gunnels may be made solid, of any light materials that will repel the water, or hollow and water-tight, or of cork, and covered with thin wood, canvas, leather, tin, or any other light metal, mixture, or composition. These projections are very small at the stem and stern, and increase gradually to the dimensions required . . . . In the inside at the stem and stern, and at the sides (where the projecting gunnels are not necessary), and under the seats and thwarts, are inclosures, or bulkheads, made water-tight, or filled with cork, or other light materials that will repel the water: the spaces between the timbers may in like manner be filled up. . . . Under the bottom, along the centre of the keel, is affixed a false one of cast-iron, or other metal; this . . . . will act as ballast with more power than a much greater weight



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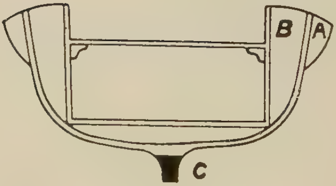

SECTION

Norway Yawl converted by Lukin into an "unimmergible boat."

By accident Lukin was associated with the earliest known attempt to establish a life-saving service. Nathaniel, third Baron Crewe of Stene and Bishop of Durham, married the daughter of William Forster of Bamburgh, Northumberland, and acquired the estates of that gentleman. Dying in 1721 without children, he left the estates to trustees for charitable purposes. In course of time the management was undertaken by Archdeacon Sharp, an enlightened philanthropist, who not merely administered the Trust as Chairman, but furthered its objects by contributions out of his own pocket. It was owing to his initiative that the funds were partly devoted to purposes connected with the sea. He devised schemes under the Trust for the benefit of mariners and shipwrecked persons; and, in 1786, he sent a coble to London to be converted by Lukin into a safety-boat, which was afterwards employed for some years at Bamburgh in saving life from shipwreck. Thus, although only to the extent of applying his ideas to the coble which was sent to him, Lukin was concerned in the first life-saving station on the coast.*

At about the same time, William Wouldhave,† a house painter in South Shields, who taught singing in the charity school, and eventually became parish clerk, a versatile and eccentric genius, was trying to design a boat which would neither sink nor remain upset; but his final model was not made until 1789, between three and four years after the date of Lukin's patent.

A third claimant to the invention was Henry Greathead,‡ also of South Shields. This gentleman

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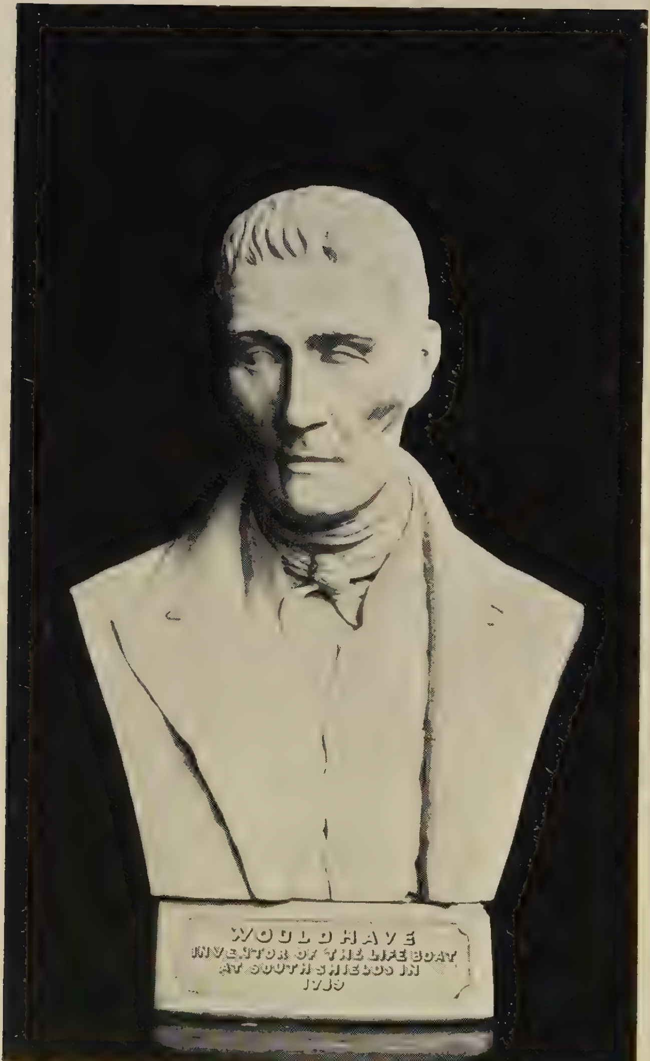
in the common situation, and is . . . . not liable to shift by any sudden motion of the boat or vessel."

* The humane plans of Archdeacon Sharp have been varied from time to time, but they have never been interrupted, and the Life-Boat cause now receives from the Trust substantial support in the shape of contributions towards the maintenance of Life-Boats in the neighbourhood of Bamburgh.

† Born at Newcastle-on-Tyne, 1748; died at South Shields, 1821.

‡ Born at Richmond, Yorks, 1757; died at South Shields, 1816.



William Wouldhave.

From a bust in the Public Museum, South Shields.

received £1,200 from Parliament, and a gold medal and 50 guineas from the Society of Arts, besides other rewards.*

In the "Gentleman's Magazine" of 1806 there is a voluminous correspondence on the merits of the claimants, two Tyneside gentlemen taking up the cudgels for Wouldhave against both Lukin and Greathead, and Lukin defending his own position. The controversy has been revived from time to time, and Sir David Brewster became the champion of Lukin in an article which appeared in "Good Words" in 1863. The materials now available are perhaps scarcely sufficient for an unassailable judgment; but what emerges from the conflicting claims may be stated thus: Lukin, when he took out his patent, had not thought of self-righting qualities, and did not propose to construct a boat to be specially employed in saving life; neither did he propose to establish a Life-Boat service. His aim (and he afterwards said he thought it was a higher aim) was to make all kinds of boats safe and buoyant. Although he liked the build of the Norway yawl, he did not attach importance to it or to any particular design, but proposed that his invention should be applied to any boat.

Wouldhave, unlike Lukin, thought much of build or design. He was not insensible to the value of watertight chambers and cork; but it was on the shape of the boat that his mind kept working; and he intended that his boat should be a Life-Boat, and nothing else. He did not suppose that the owners of the vessels which frequented the Tyne could be induced to convert their ships' boats into safety boats; he was possessed with the conviction that if life was to be saved from shipwreck, it must be by means of a boat specially constructed, set apart for the purpose, and always ready. The kind of seas encountered at the mouth of the Tyne made it important, he thought, that a boat stationed there should have self-righting qualities, and this gave direction to his aims. A firm of brewers allowed him to test his models in their tanks, but it was an accident which suggested the solution of the problem. In a ramble, early in 1789, he

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* 100 guineas each from the Trinity House and Lloyd's; 5 guineas from the Literary and Philosophical Society of Newcastle-on-Tyne; a medallion from the Royal Humane Society, and a diamond ring from the Czar of Russia. The rewards were all given in 1802, and Lukin remarked that none were applied for until his patent had expired.

Henry Greathead.

happened to see a woman who had just been drawing water from a well. Her skeel was full, and on the surface of the water there floated the half of a circular wooden dish. While he chatted with her before helping to lift the skeel to her head, he tried to make the wooden fragment turn over, but at his every attempt it righted, and would not remain upside down. Wouldhave might have cried "Eureka," but he probably used some more homely expression as, with a light step, he went off to continue his experiments at the brewery. Presently he ran into the office of the firm, saying that he had discovered the principle he was looking for. Soon afterwards an advertisement appeared in the "Newcastle Courant" offering a premium of two guineas for a plan or model of a boat capable of living in the stormy seas at the mouth of the Tyne. Wouldhave was ready, and, on the 10th of June, submitted a model,* which is still preserved in the Public Museum, South Shields.

It was made of tin; and his idea was that the actual Life-Boat might be made of iron, or preferably of copper as not being liable to tear. She was to have a straight keel, high-peaked ends fitted with water-tight cases containing cork, cork along her sides within board and above the floor amidships, and great shear of gunwale. It has been suggested that he must have known of Lukin's patent, and made use of the knowledge, but the essence of Wouldhave's invention lay in the shape of the boat, and in the high ends the value of which he had learnt from the broken wooden dish. He was evidently working independently, and he could not have learnt about the high ends from Lukin, as that gentleman never mentioned them. Wouldhave and Lukin were both men of honour and singleness of mind. One was poor and the other well off, but they were both of the same mind in desiring

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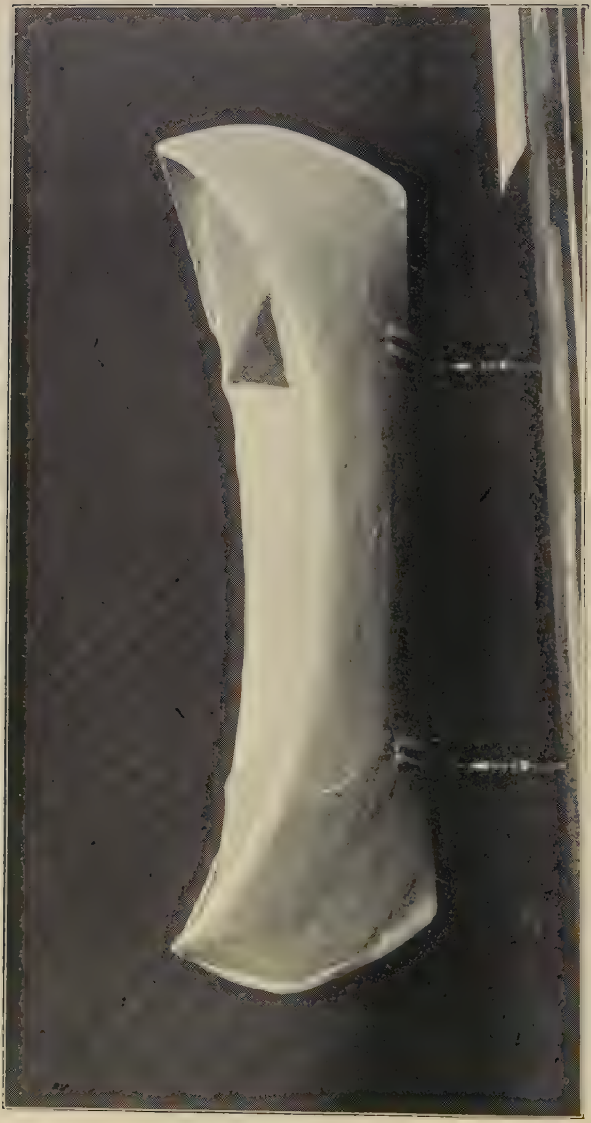
* It is 22 inches long, 9 inches broad, 4½ inches deep amidships outside and 3 inches inside.



Wouldhave's Model.

to serve their fellow-creatures and in lightly esteeming monetary reward.

A careful consideration of the facts leads to the conclusion that in this country Wouldhave was the father of the self-righting Life-Boat, and Lukin of the staunch non-self-righting sailing Life-Boat.

To ascertain Greathead's part it is necessary to revert to the advertisement in the "Newcastle Courant," and to admit the testimony of Mr. Nicholas Fairles, a gentleman of South Shields, who had more to do with the matter than anyone. The advertisement originated with a body bearing the curious name of "The Gentlemen of the Lawe House." They met in a house which had been built as barracks for a battery, on an eminence called the Lawe. From their reading-room they could look on the entrance to the Tyne, and they must have seen many dreadful wrecks—among others, that of the *Adventure*, whose crew dropped off the rigging one by one, and perished in the sight of thousands of helpless spectators.

The "Gentlemen of the Lawe House" were not very solemn personages, for they playfully dubbed their Treasurer "Chancellor of the Exchequer," and they had a ."Sergeant-at-Arms," who wore an imposing badge of office. But they had feeling, and they were practical and prompt. The wreck of the *Adventure* was on the 15th of March, 1789.* In April they submitted to the Brethren of the Newcastle Trinity House a proposal to station a boat permanently at the mouth of the river for the saving of shipwrecked persons, and to erect beacons for the guidance of mariners. Their proposal was warmly approved both by the Brethren and by that important body known as the "Committee of the Coal Trade." † Thus encouraged, the "Gentlemen of the Lawe House," in May of the same year, appointed a committee of six, who, under the chairmanship of Mr. Nicholas Fairles,* drew up a table of what they regarded as the essential qualities of a Life-Boat, and issued the advertisement to which reference has been made. Various plans, models, and suggestions were submitted, including Wouldhave's model and a model prepared by Greathead. It was now (the 10th of June, 1789) that Greathead was heard of for the first time. The committee duly met; and we have it on the authority of Mr. Fairles, their chairman, that they did not accept Greathead's model — a model shaped like a raft which they considered quite unsuitable—and that they did not give him the premium.† How, then, did his name become associated with the Life-Boat? The answer is, that he was a skilled boat-builder, accustomed to the sea as a ship's carpenter and mate, and he was employed to build the Life-Boat.

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* "Newcastle Courant," March 21, 1789.

† Eventually these two bodies voluntarily bore the whole of the expenses.

What happened was this: not satisfied with any of the models or plans, the committee thought enough of Wouldhave's model to award him half the premium. There is a tradition that Wouldhave, after addressing the committee in what he deemed appropriate language, flung the guinea down and walked out. His friends blamed him for leaving his model in the hands of the committee, but his native goodness came out in the reply, "Never mind, never mind; I know they have sense enough to adopt the good points of my model, and, though I am poor, if they refuse to give me the reward, I shall have the satisfaction of being instrumental in saving the lives of some of my fellow-creatures." ‡

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* The other members of the Committee were Michael Rockwood, Henry Heath, Cuthbert Marshall, William Masterman, and Joseph Roxby.

† Mr. G. B. Hodgson's "History of the Borough of South Shields."

‡ Mr. Hodgson's History.

Mr. Fairles and Mr. Rockwood, a member of the committee who had himself suffered shipwreck and been rescued by a Norway yawl, revolving in their minds the ideas which had been presented to them, went together into a brick-field belonging to Mr. Fairles and modelled a boat in clay. It bore a resemblance to a Norway yawl, and it is remarkable that this type of boat should enter into the early history of the Tyne Life-Boat as well as of Lukin's invention.

After making the model they instructed Greathead to build a boat like it. He suggested that its keel should be curved or "rockered"; and, according to Mr. Fairles, this was the only part Greathead had in the design.* The curved keel was adopted, and the boat was forthwith constructed by Greathead. She embodied some of Wouldhave's ideas, but fell short of the most important, namely, that of self-righting power. She was completed before the end of 1789, at a cost of £76 9*s.* 8*d.*;† and she continued to do service until 1830, when she was dashed on the rocks and broken in two.‡ Thanks to the skill with which she was handled she never lost a single hand and she saved hundreds of persons from death. She was the first boat ever called a Life-Boat, and the first one expressly built for the saving of life from shipwreck; and we cannot but pay a tribute of respect to the memory of the "Gentlemen of the Lawe House," especially Mr. Fairles and Mr. Rockwood, to whom belongs the credit of having originated at the mouth of the Tyne a public, permanent, and organised Life-Boat service—a service which has never ceased, which has been the means of saving more than 4000 lives, and which at this day is in full activity under the control of the "Tyne Life-Boat Society." This Society, possessing four boats ready for service, maintains, with sturdy independence, a separate existence, is supported by a voluntary tax paid at the Custom House by ships entering the river, and seeks no assistance from the general public.

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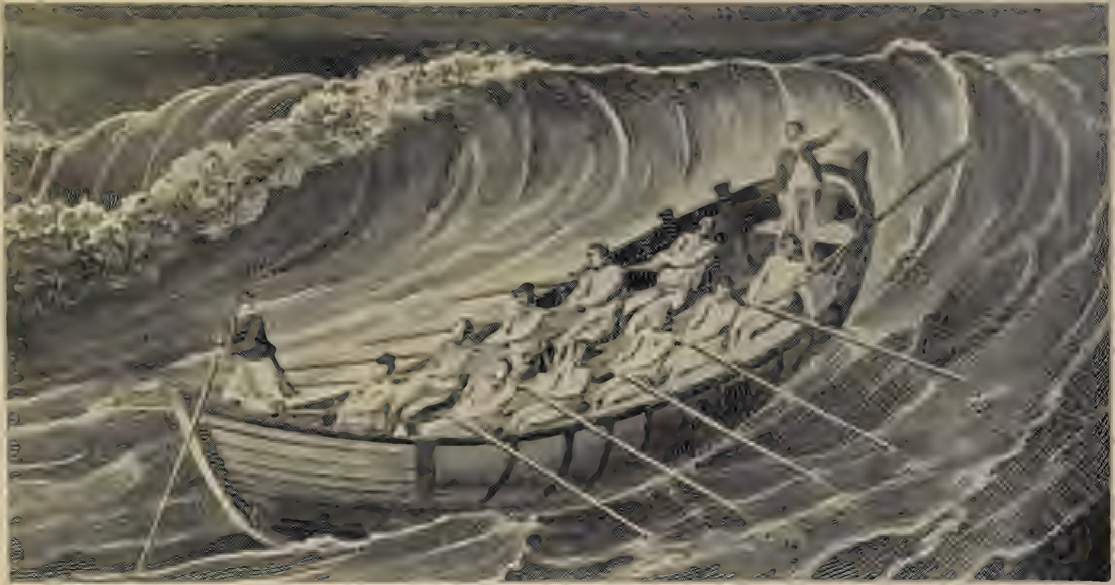
* Mr. Hodgson's History.

† The total bill for boat, boat-house, cork jackets, and incidental expenses was £149 13*s.* 9*d.*, which sum, with a "margin," which may have been intended as a mark of appreciation of the excellent work of the builder, was paid by the two Bodies at Newcastle mentioned in the text.—*Ibid.*

‡ Her name was the *Original*: she was 30 feet by 10 feet by 3 feet 3 inches, and at each end she was 5 feet 9 inches high. Exclusive of the steam boats, the largest Life-Boat now in the service of the Royal National Life-Boat Institution is 46 feet by 14. The cost of rowing and sailing Life-Boats without gear, ranges from about £800 to about £1700.

The illustration, taken from an engraving in Volume XX. of the "Transactions of the Society of Arts," may be regarded as a faithful picture of the first Life-Boat. Her ends were alike, she had no rudder, but a long steering oar at each end, and she could be rowed in either direction. She was clinker-built, and, where the overlapping planks ceased to be visible, there was the wale of cork which was one of her essential features. The cork was held in position by copper straps. Mr. Greathead, himself, submitted this picture to the Society in 1802 along with the accompanying explanatory diagram.

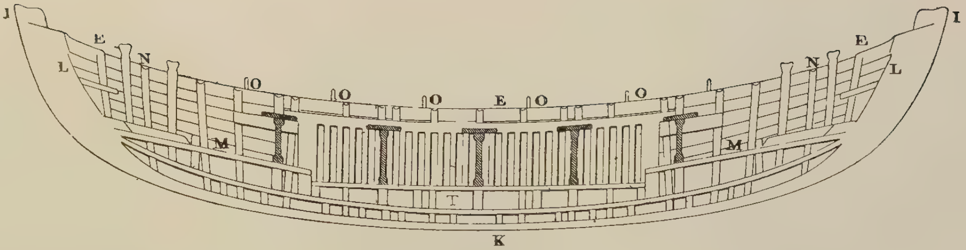
There were no air-chambers, no compartments at the ends, and no means of getting rid of water except by baling. There is a model at the office of the Royal National Life-Boat Institution which correctly shows her general design, but it does not represent what she was like inside when she first came into use. It shows water tubes and other modifications which were introduced at a later date. A sister boat, built in 1800, and placed at Redcar in 1802, performed a service as late as 1880, when, in the absence of other Life-Boats, she saved the crew of the brig *Luna*. Rescued from the breaking-up yard, she is now carefully preserved as an historic relic. Her name is the *Zetland*. All the boats of this type had



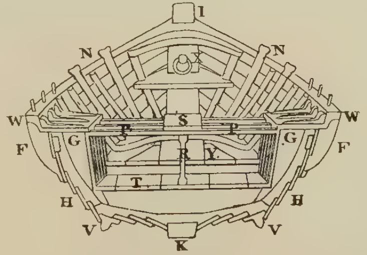
Greathead's Life-Boat.

Drawn from a Model presented by Mr. Greathead to the Admiralty.

LONGITUDINAL SECTION.



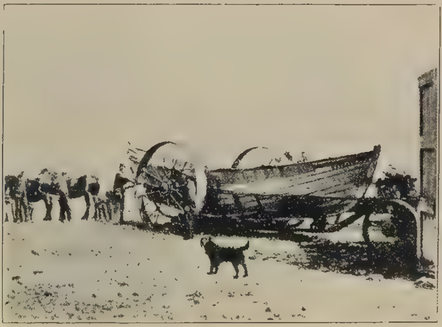
CROSS SECTION.



E E E.—The sheer or curve of the boat.
I I.—The two stems or ends.
K.—The keel.
L L.—The aprons, to strengthen the stems.
M M.—The sheets, or places for passengers.
N N.—Timber-heads, or boat-fastenings.
O O O O O.—The tholes on which the oars are slung by grommets.
T.- Flooring under the rowers' feet.
F F.—The outside coatings of cork.
G G.—The inside cork filling.
H H.—The outside planks of the boat.
I.—One of the stems of the boat.
K.—The keel.
N N.—The timber-heads.
P.—The thwarts, or rowers' seats.
R.—One of the stanchions under the thwarts, each being thus firmly supported.
S.—A section of the gang-board, which crosses the thwarts, and forms the passage from one end of the boat to the other.
T.—The floor-heads, or platform for the rowers' feet.
V V.—The two bilge pieces, nearly level with the keel.
W W.- The gunwales.
X.—A ring-bolt for the head-fast, there being also another at the other end.

DIAGRAM OF GREATHEAD'S LIFE-BOAT.

the curved, or "rockered," keel, suggested by Greathead; and the Tyne Life-Boat Society, for local reasons which they deem sufficient, keep it up in a modified degree to this day, but it is not to be found in Life-Boats elsewhere, and is generally regarded with disfavour. The *Bedford*, the newest boat of the Society, has air-cases at the ends but not up to the level of the gunwale, air-cases along the sides within board, and a closed water-ballast tank in the centre. She is steered by oars, and is fitted for rowing only. With all the modifications which have been made in internal fittings, it is wonderful to see how closely her builders have adhered to the general design of the "original" boat. If we glance at the *Bedford*, built in 1886, then at the *Tyne*, built by Oliver in 1833,* then at the *Zetland*, and then at Greathead's *original*, we can see how small has been the change.



THE "ZETLAND."

Looking to South Shields as the place where the word "Life-Boat" was first used, where the earliest boat

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* The *Tyne*, built in 1833 to replace the first Life-Boat, was reconstructed in 1845, and was withdrawn from service in 1887. She had saved 1024 lives.

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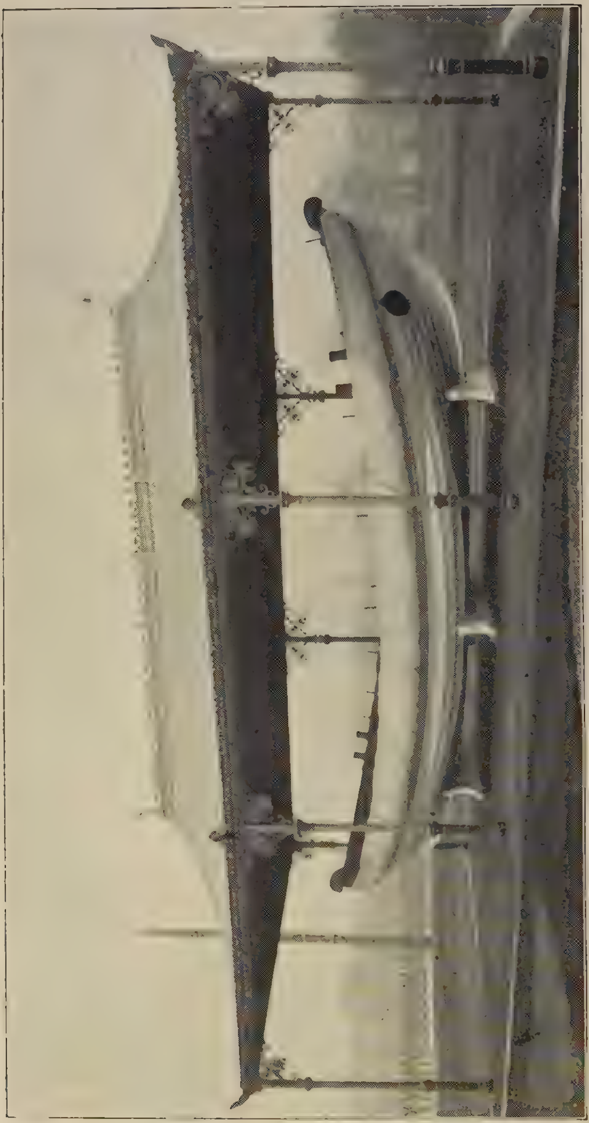
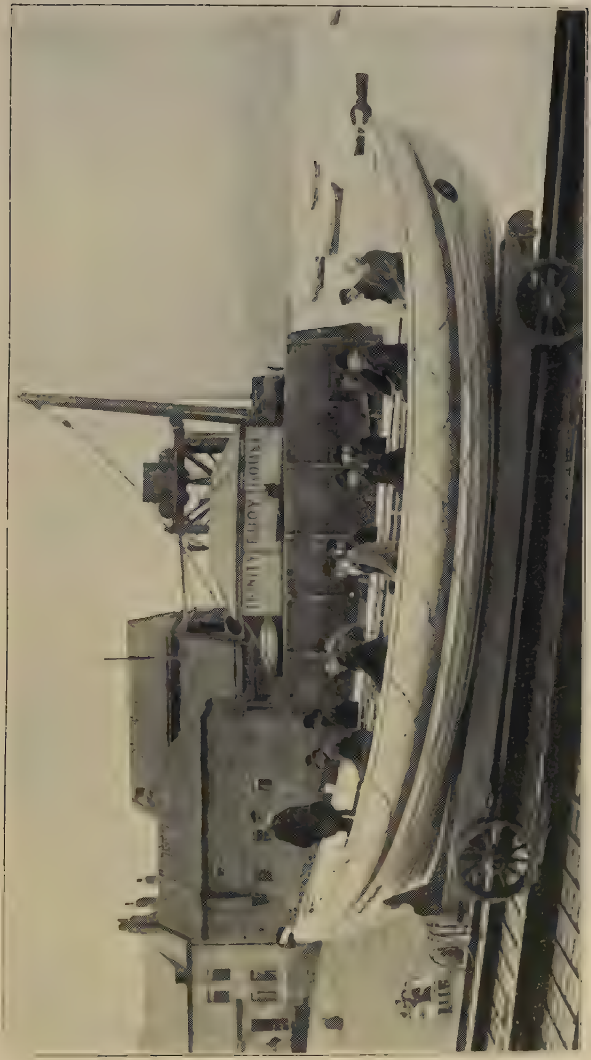


THE "TYNE."



THE "BEDFORD."

designed for the saving of life from shipwreck was built, and where public-spirited men did so much to establish a Life-Boat service, you will not be surprised to learn that the town, on receiving its charter of incorporation, chose the Life-Boat for its coat of arms and the words "Always Ready" for its motto; or that the townspeople went the length of placing a model of a Life-Boat in their parish church. In France the churches on the coast often receive and preserve votive offerings in the form of models of fishing-boats and other craft; but probably St. Hilda's Church in South Shields is alone in this country in having a model of a Life-Boat suspended from the ceiling in full view of the congregation. It is there as a testimony to the interest which the people of the town take in the Life-Boat service; it stirs the minds of the young; and it helps to keep alive the fame of the men who have worked and suffered for the cause.

It was not until 1798 that Greathead built the second Life-Boat. She was ordered by Hugh, Duke of Northumberland,* the father of the "sailor duke," and he placed her at North Shields with an endowment for her maintenance. Greathead's third boat went to our old allies the Portuguese, being presented in 1800 by the Duke of Northumberland to the town of Oporto.†

In the same year Mr. Cathcart Dempster, a magistrate of St. Andrews, had a boat built for that place; and Greathead, with a reputation now well established, found orders pouring in from all sides. Before the end of 1803 he had built 31 boats—18 for England, 5 for Scotland, and 8 for foreign countries.* All were fitted for rowing only, and were not provided with sails.†

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* Born 1742; succeeded 1786; died 1817.

† The reason for this gift was no doubt recorded in the archives of the British Consulate, but they disappeared in the siege of Oporto during the Peninsular War, and a careful search, kindly made by high Authorities, has failed to reveal any vestige of a record of the Duke's generosity, although, in a pamphlet of 1832 which is preserved in the Public Library, it is stated that a Life-Boat, sent at an early date from England to the care of the British Consul, was taken as a model for a new one built in 1828.

After 1803 there was little or no advance until 1807, when Lukin, the coachbuilder, again appeared on the scene, and made mankind his debtor by the part he took in designing and constructing a sailing Life-Boat. Consulted by the Suffolk Humane Society, he gave them advice and superintended for them the building and fitting of a boat which is held to be the true forerunner of the Norfolk and Suffolk type—a type still most popular with the Norfolk and Suffolk fishermen, and represented at this day by eighteen examples on the coast. Admirable under sail, Lukin's powerful boat could search the outlying sandbanks as no other Life-Boat then in existence could. Here, therefore, we see Lukin, I will not say abandoning his overmastering idea of making boats of all kinds unimmergible, but taking a part, a notable part, in directing the construction of a boat expressly designed for the saving of life from shipwreck and adapted to the seas in which she was to do her work. Her dimensions were 40 feet by 10 feet by 3 feet 6 inches. She was built by Bareham, of Lowestoft, at a cost of £200, and she lasted 43 years, during which she saved 300 lives. Thus Lukin established a double claim to be regarded as the father of the sailing Life-Boat.

For the next important event, we must look to the year 1824.

But meanwhile the Society of Arts had not been idle.

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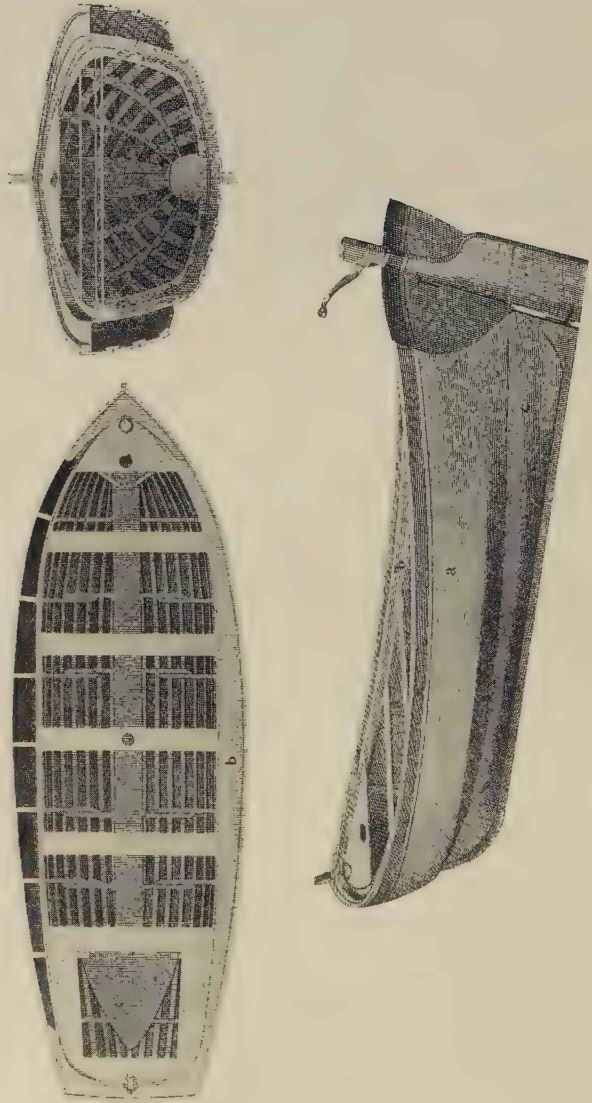
* One built in 1802 was purchased by Lord Crewe's Trustees for Bamburgh, and it may be gathered that the old coble fitted up by Lukin in 1786 was no longer of any use.

† He told the Society of Arts in 1802 that he could convert them into sailing boats by fitting them with sliding keels, and in the model which he submitted to the Society he professed to show how this could be done. But it may well be doubted whether they would have been of any use as sailing boats in bad weather.



WILSON'S LIFE-BOAT.

We saw that in 1802 it gave a reward to Greathead. In 1807, it awarded a gold medal to Christopher Wilson, of London, for a "neutral-built, self-balanced boat." The sides of this boat had outer and inner planking with an air space between.* Wilson, like Lukin, intended that his system should be followed in the construction of "all open boats of whatever form or use;" but a boat to his design had been specially built and placed at Newhaven, in competition with one of Greathead's Life-Boats, and apparently it was her excellent behaviour in a heavy sea which won for Wilson the reward of the gold medal.

The Society gave three other rewards, in 1810, 1814, and 1817 respectively. The first was one of 20 guineas and the silver medal to Mr. Bremner, Minister of Walls and Flota, in the Orkneys, for his plan of converting any ship's boat into a Life-Boat by means of empty casks lashed inside the boat, one forward and the other aft, and packed in with bundles of cork covered with pitch, the operation being completed by the attachment of a bar of iron or lead to the inside of the keel. The second was one of 10 guineas and the silver medal to Mr. Boyce, of Dean-street, Fetter-lane, for an elaborate buoy, to be held suspended at the stern of a ship and dropped if a man fell overboard. It carried a mast and sail, which, if set up, would enable it, so Mr. Boyce said, to follow a ship or reach the shore. The third was the silver medal to Captain Gabriel Bray, for his plan of making ordinary boats buoyant by means of wooden air-boxes to be fastened by copper clasps under the thwarts, and long air-cases to be lashed fore and aft outside. The inventions were no doubt presented in good faith as original, and they were certainly ingenious, but they were not novel in principle; and it is difficult to restrain a smile at the details of two of them.

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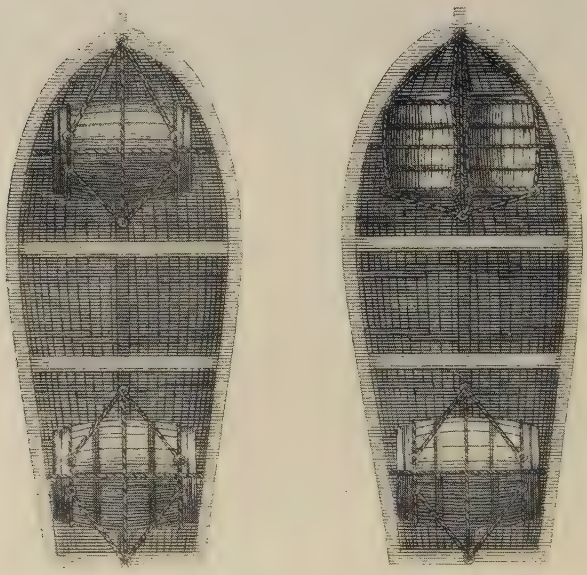
* The outer planking was carvel, and the inner, clinker.

What occurred in 1824 was the birth of "The National Institution for the Preservation of Life from Shipwreck," which now exists under the name of "THE ROYAL NATIONAL LIFE-BOAT INSTITUTION." No one heard of this event with more satisfaction than Lukin. Greathead had died in 1816, and Wouldhave in 1821; but Lukin, who was 82 years of age, and had still ten years to live, wrote to congratulate the chairman of the Institution, and sent him a copy of a pamphlet containing a description of the sailing Life-Boat which he had designed in 1807.*



REV. MR. BREMNER'S LIFE-BOAT.

The founder of the Institution was Sir William Hillary,

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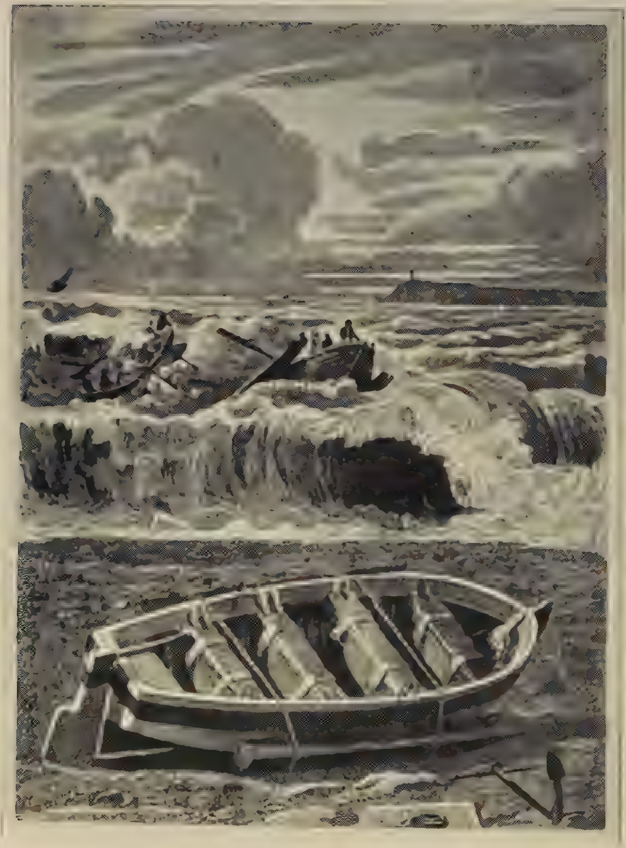
* Lukin's letter hangs in a frame on the wall of the Committee Room of the Institution.

Boyce's Life-Boat or Safety Buoy.



Bray's Life-Boat.

Baronet, a resident in the Isle of Man, whose heart was moved by the terrible loss of life on our coasts, and who roused the public by his appeals. At a preliminary meeting in the City of London Tavern, promoted by Sir William Hillary, and presided over by Mr. Thomas Wilson, one of the members for the City, it was resolved to convene a general meeting for the formation of the Institution. This general meeting was held on the 4th of March, with Dr. Manners Sutton, Archbishop of Canterbury, in the chair. Wilberforce moved one of the resolutions, and the Institution began its course under Royal patronage, with the Prime Minister (the Earl of Liverpool) as President, and Peel, Canning, Lord John Russell, and other eminent men, as Vice-Presidents. Mr. Wilson was elected Chairman of Committee, other officers were appointed, and offices taken at 12 Austin Friars. In the forefront of the resolutions adopted at the meeting it was declared that the objects of the Institution "extend to all without distinction of country, in war and in peace;" and the Institution has always acted in the spirit of this declaration.

For some years its work embraced the care of mariners after their rescue from shipwreck, and the establishment of mortar and rocket apparatus. But the former was taken over in 1854 by the Shipwrecked Fishermen and Mariners' Society,* and the latter was transferred to the Board of Trade in 1855. From the earliest days the Institution cared for the families of men who perished in going out in boats to save life; and in its very first year it made grants to widows and orphans at Redcar, Yarmouth, and Carnarvon. In that year it received contributions amounting to £9,706, and arranged to establish 11 boats in England, 2 in Scotland, and 2 in

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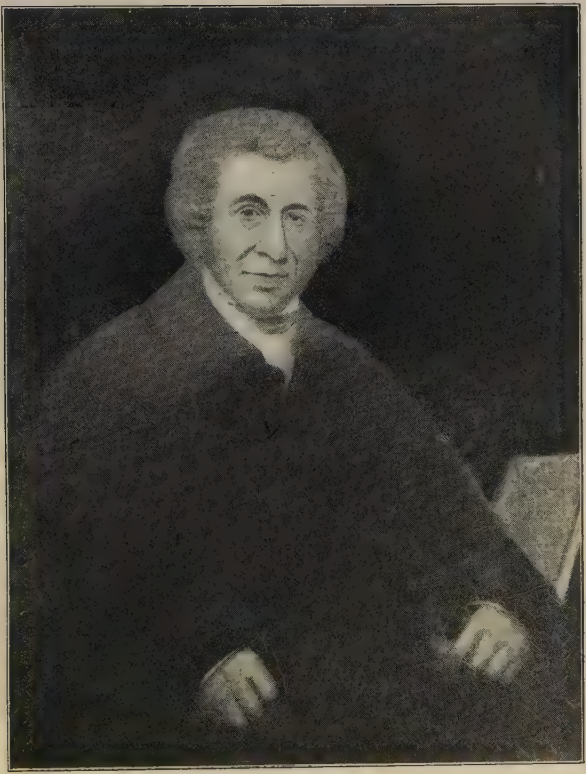
* That society possessed several Life-Boats, which it transferred to the Institution, and the two bodies have always worked together with the utmost harmony.

Sir William Hillary.



Mr. Thomas Wilson.

Ireland. Twelve were built by Pellew Plenty, of Newbury, and 3 by Skelton, of Scarborough.*

The committee recorded the fact that, before they began operations, there were already 39 Life-Boats on

THE EARL OF LIVERPOOL.

the coast. They claimed that in the first year three whole crews and 124 other persons had been saved by exertions which they had rewarded.* Subsequent annual reports exhibit a fluctuating but diminishing revenue from donations and subscriptions. In the year 1832–33 it was as low as £319, and in 1837–38 it went down to £254.

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* The latter were probably of the Greathead type. The former were designed by Plenty himself; they were of great breadth amidships, had upright stem and stern, straight keel, bilge pieces, a mass of cork on the bottom for protection from stony beaches,

Deploring the inadequate support of the public, and seeing no prospect of the establishment of sufficient Life-Boat stations, the Institution incessantly recommended the adoption of methods for rendering ships' boats safe, and of appliances for sending lines from wrecked ships to the shore. The deputy-chairman, Mr. George Palmer, M.P., an able and devoted friend of the Institution, had designed a Life-Boat, which was superseding Plenty's, and, on his suggestion, they issued circulars, showing how, at small expense, all kinds of shore-boats could be made safe. There is reason to believe that the Society of Arts lent its aid in the distribution of these circulars. Mr. Palmer's ideas do not seem to have been in advance of Lukin's, but his position in the Institution and his reputation as a sailor † lent authority to his suggestions, and they met with a favourable reception.

From 1841 to 1850 the Institution published no Report and made no appeal to the public. Various local associations ‡ helped to keep the cause alive; but in 1849 it had reached its lowest ebb, and there is reason to doubt whether, among the Life-Boats then on the coast, there were as many as twenty in an efficient condition.

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and small internal capacity for holding water. Buoyancy was secured by air-cases built along the sides within board. The boats had good qualities, and were selected after careful trials of various types by distinguished naval officers and other experts.

* By the 31st of December, 1909, the number had risen to 48,627.

† He had been a commander in the service of the Hon. East India Company. A model of his boat is preserved at the office of the Institution.

‡ For example, on the Tyne, in Lincolnshire, in Norfolk and Suffolk, and in the Isle of Man where Sir William Hillary made his powerful influence felt.

It may seem strange that a cause launched with so much enthusiasm, and supported by such influential men, a cause appealing so strongly to the feelings of our countrymen, should have languished and almost died. But the nation was going through a time of deep distress and agitation, and many people thought the State itself was on the verge of shipwreck. In 1825, the very first year

Mr. George Palmer.

after the foundation of the Institution, there was a panic, the Bank of England refused accommodation to its best customers, and money was so scarce that Mr. Huskisson said, "We were within twenty-four hours of barter." Dr. Arnold, of Rugby, writing in February 1833 to a friend who was on the eve of leaving for India, said, "You are going from what bids fair, I fear, to deserve the name of a City of Destruction." Glance at the table of contents of any history of the period:—

1826. Bloody riots. Power looms destroyed. Drought.
1829. General distress.
1831. Agitation for repeal of the Union. Rejection of the Reform Bill. Outrages. Cholera.
1832. Reform Bill. Strike of pitmen and murder of Mr. Fairles, of the Tyne Life-Boat Society.
1835. Agricultural distress.
1836. Paralysis of trade.
1839. Rebellion in Canada. Chartist riots. Cotton strike and organisation for murder in Scotland.
1840. War with China.
1841–1843. War in Afghanistan.
1845. Irish Famine.
1849. Close of the Corn Law agitation.

In such a period we need not wonder that the Life-Boat Institution received little public attention. But it kept the flickering flame of pity for the shipwrecked mariner alive, and in its worst times it was the means of encouraging and rewarding heroic deeds. Every now and then the gloom was relieved by some act of gallantry or self-sacrifice. Thus, on the 20th of November, 1830, when the Royal Mail Steamer *St. George*, under the command of Lieut. Tudor, R.N., was wrecked in Douglas Bay, Sir William Hillary, the founder of the Institution, performed a brilliant service as leader of a party of rescue. The vessel arrived on the evening of the 19th and anchored in the Bay, the weather being stormy. In the night the storm increased in violence; at 5 a.m. her cable parted and she began to drive in between two dangerous rocks, on one of which she presently struck. The Life-Boat (one of Palmer's) was new, and was not ready for service, as she was still without her stern air-case. Nevertheless, Sir William, with the help of two other gentlemen and a crew of fourteen men, put off and rescued the whole company of twenty-two persons. He and three others were washed overboard, but were got on board again, and he stuck to his task although he had his chest crushed and a rib broken. This is only a sample of the brave deeds performed by Sir William. A second gold medal was awarded him, and it will be agreed that it was well bestowed.

Looking further through the records of the Institution, we find the following entry:—

> "1838. William Darling, Lighthouse Keeper, Silver Medal.
> Grace Darling, his daughter, Silver Medal."

These medals were given for the rescue, in an ordinary boat, of nine persons from the wreck of the *Forfarshire*, an exploit which, as every one knows, gained for Grace Darling a name that is not likely to die.

The year 1849 closed with a tragedy at the mouth of the Tyne which made a deep impression on the public mind. A Life-Boat named the *Providence*, seven years old, went out in a heavy sea to the brig *Betsy*, of Littlehampton, which had stranded on the Herd Sand. She reached the wreck, and was lying alongside with her head to the eastward and a rope made fast to the quarter; but through some error her bowfast was not properly secured, and a wave recoiling from the bow of the vessel caught the Life-Boat's bow and threw her on end, causing her crew and the water she had shipped to fall into the stern sheets. The bowfast not holding, the Life-Boat in this condition drove astern of the vessel, and, the ebb tide then catching her, she turned end over end and drifted ashore bottom up. Out of her crew of 24* of the finest and most skilful pilots of the Tyne no fewer than 20 were drowned; and there can be little doubt that it was owing to her being without the self-righting qualities which Wouldhave had proposed. This event not only created sorrow for the families of the brave men who had sacrificed their lives, but directed renewed attention to the claims of the Life-Boat service.

The nation was now emerging from the agitation and distress in which it had been plunged; prosperity was returning, and people had time to think of the wrecks which were constantly occurring round the coast. Her Majesty Queen Victoria and the Prince Consort came to the aid of the Institution; and their heartfelt interest, sustained and steadfast, finds its generous counterpart in that of His Majesty King Edward and His Royal Highness the Prince of Wales, who are now respectively Patron and President of the Institution.†

There had been no President since the death of the Earl of Liverpool in 1828; but in 1851, Algernon, Duke of Northumberland, the "sailor duke,"‡ became President; and, under the impulse of his powerful and sympathetic nature, the Institution began a new and uninterrupted career of usefulness, in the course of which it has absorbed all the local Life-Boat associations, except those of the Tyne and two or three other places; has increased its fleet until it now numbers 282, including a steam-tug; has attracted a large, although I fear I must say insufficient, income;* has left no clearly indicated danger-spot unprotected, and has become in fact, as well as in name, a National Institution.

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* This was a double crew.

† This was written before the death of His beloved Majesty King Edward.

‡ Second son of Hugh, second Duke; born, 1792, succeeded his brother Hugh, 1847; died, 1865; entered Navy, 1805; Acting Captain *Caledonia*, Lord Exmouth's flagship, 1841; Rear-Admiral, 1850; First Lord of the Admiralty, 1852: accompanied Herschell's scientific expedition to the Cape, 1834; supported study of Egyptian antiquities and Lane's gigantic work, the Arabic Lexicon.

Time would fail me to tell of all that has contributed to this result, but I cannot refrain from mentioning the help given to the Institution since 1891 by the Life-Boat Saturday Fund, and the unselfish labours of the late Sir Edward Birkbeck, who for twenty-five years was chairman of the Institution. He was concerned in its management for more than forty years, and up to within a few weeks of his death he ceased not to devote himself to the promotion of its aims and the defence of its interests. He was largely instrumental in persuading the Government to sanction the system of Coast Telegraphs, designed and carried out by the Post Office, which affords communication with coastguard stations, lighthouses, and light vessels, and adds so much to the efficiency of the Life-Boat service.

When the Duke of Northumberland became President in 1851, realising that the "first and most obvious step was to endeavour to introduce an improved Life-Boat," he offered a prize of 100 guineas, and appointed a committee of experts, under the chairmanship of Captain Washington, R.N., to report on the models which might be sent in. Boat-builders and others in all parts of the United Kingdom, and in France, Germany, Holland and the United States responded, and no fewer than 280 models and plans were received. Fifty of these were sent to the Great Exhibition, and there contributed to the awakening of public interest.† After a patient and exhaustive examination, the com-

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* In 1909 the receipts were £126,215, including £27,318 from investments, £19,352 from the Lifeboat Saturday Fund, and £47,513 from Legacies and special gifts in Trust. But for the Legacies, the income would have fallen far short of the expenses.

† At the suggestion of the Prince Consort, lectures on the results of the Exhibition were delivered before the Society of Arts in the winter of 1851-2. One of these, on "Naval Archi-

Algernon, Duke of Northumberland.

mittee awarded the prize to Mr. James Beeching, of Great Yarmouth, whose model may still be seen in the Museum of the United Service Institution.

He at once built a boat, which was purchased by the Harbour Trustees of Ramsgate, and there did splendid work for many years. She embodied most of Wouldhave's ideas, with improvements of which that gentleman probably never dreamt. Coming sixty-two years after he sent in his model to the committee at South Shields, she was the first genuine self-righting boat ever built.*

The Duke of Northumberland's committee, while giving the prize to Beeching, could not bring themselves to adopt his device of air-chambers and a water-ballast tank in the bottom of the boat. They thought the partitions would be certain to be injured, and that the water-ballast would make its way into the air-chambers. So they got one of their number, Mr. Peake, assistant-master-shipwright of Woolwich Dockyard, to design a boat with a very heavy iron keel, cork instead of air-chambers along the bottom, and no water-ballast.† This

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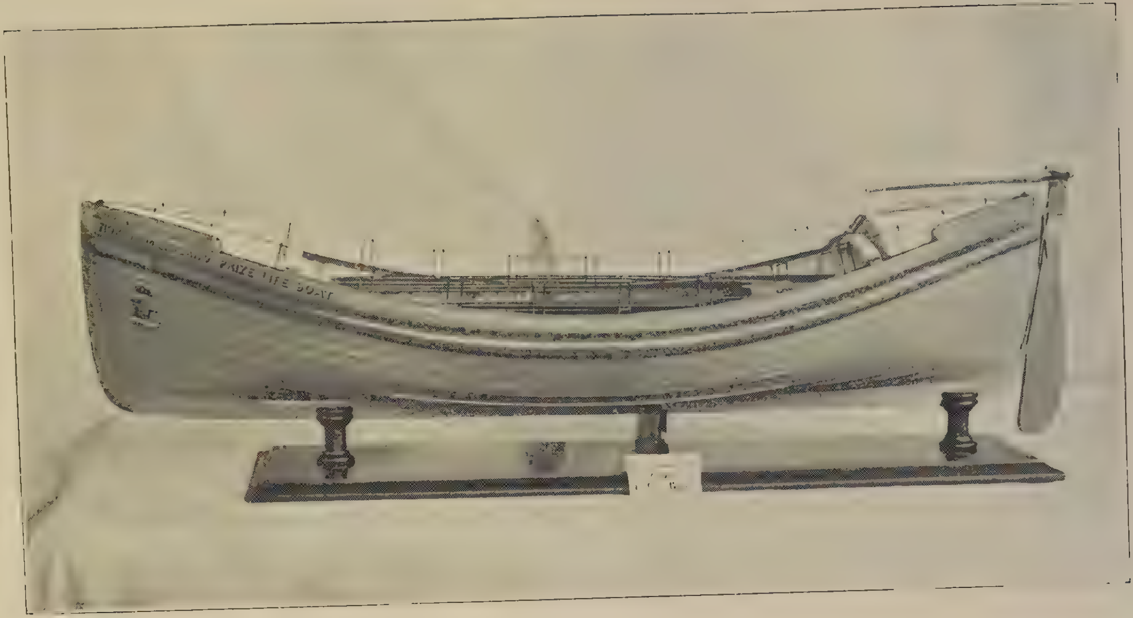
tecture and Life-Boats," was given by Captain Washington, and he described the work of the Duke of Northumberland's committee and the state of the Life-Boat service.

* Her dimensions were 36 feet by 9½ feet by 3½ feet, and she could carry about 70 persons. The cork employed in her construction was confined to the fender below the gunwale. Apart from her general design, her buoyancy was secured by air-tight cases at the ends, along the bottom and partly round the sides; and her self-righting power by the height of the end cases, by the absence of side air-cases amidships, by 2¼ tons of water ballast, and by an iron keel. The Life-Boat which capsized in 1849 at the wreck of the *Betsy* had water ballast, but it was in an open tank, and, when she turned end over end the water ran out and the tank became an air-space—an air-space in the wrong place—which simply increased her tendency to remain bottom up. In Beeching's boat the water-ballast was confined in a closed tank, and could not shift or run out. She had ample means of freeing herself of any seas that might come aboard, which none of the early Life-Boats had. There was some controversy as to who first thought of closed tanks. Farrow of South Shields and Greener of Birmingham both claimed to have proposed them in 1841. Probably they thought of them independently.

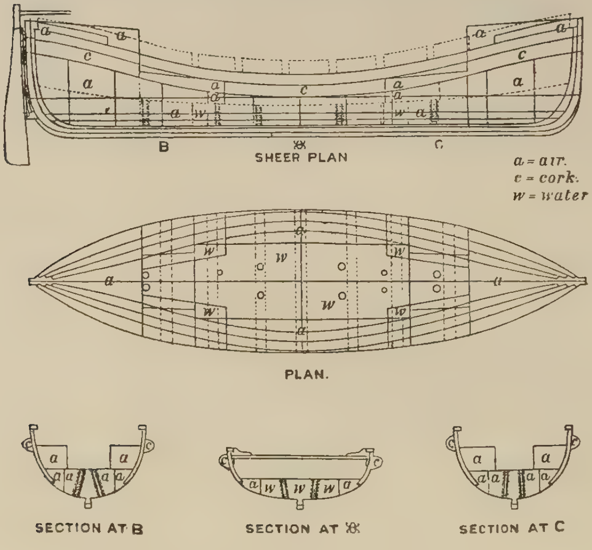
† The earlier builders of Life-Boats had a great fancy for cork, but it went entirely out of favour, except for fenders, because it was found that it became sodden and lost its buoyant qualities.



Model of Beeching's Boat.

type underwent a long series of trials and alterations, and eventually the self-righting Life-Boat of the present day was evolved.

She is practically a reversion to Beeching's model. There is no cork about her except the fender under the gunwale; and the risk of injury apprehended by the Duke's committee is guarded against by the exceedingly strong structure of the boat,* the use of numerous air-cases† which are fitted into the hold, and the division of the closed water-ballast tank into four



Design of Life-Boat, by James Beeching, Great Yarmouth.

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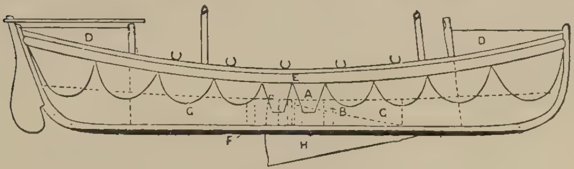
* Canada elm frame, and double mahogany planking put on diagonally, and copper fastened.

† The number of separate cases ranges from about 70 in the smaller boats to more than 100 in the larger. They are made of white pine, served inside with a preservative against decay, smeared outside with mastic, covered with strong calico, smeared again with mastic, and then painted twice with white lead.

compartments. One advantage of water-ballast is, that when the boat is placed at a station where she may have to be transported some distance by road, the water need not be admitted until she is launched, and she is, therefore, lighter to transport. In some cases, where the boat is never transported by road, the iron keel is made heavier and water-ballast is dispensed with.



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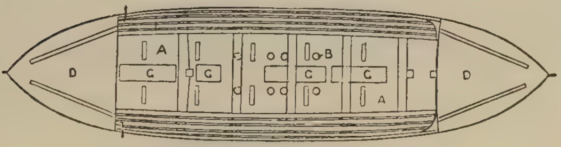
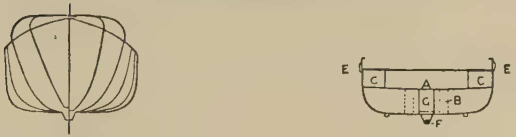


DECK PLAN.



BODY PLAN. MIDSHIP SECTION

Self-Righting Boat of the Present Day.

A.—The deck.
B.—Relieving valves for the automatic discharge of water off the deck.
C.—Side air-cases above deck.
D.—End air-compartments, usually called "end boxes," an important factor in "self-righting."
E.—The "wale" or "fender."
F.—Iron keel ballast, important in general stability and self-righting.
G.—Water-ballast tanks.
H.—Drop-keel.

Remark the high air-case at each end, and the drop keel, which, since 1884, has been adopted for all boats intended to carry sail.* The tests which a self-righting boat has now to pass before being sent to her station are of the utmost severity, and they make it certain that if she capsizes she will self-right immediately.*

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* The larger boats, both of this type and of the non-self-righting types, carry two drop keels.

There are 182 self-righting boats in the service, which shows how popular they are with the Life-Boat crews.† These men are always consulted as to the type of boat they would like, and before making their wishes known they are allowed to elect representatives and send them, at the expense of the Institution, to inspect boats which have to work under similar conditions. The choice is naturally governed, to a large extent, by such conditions, but it is also governed by the likes and dislikes of the men. The Institution does not give any crew a boat unless they express themselves satisfied with her.

Non-self-righting boats number 99 ; ‡ the most prominent type being the Watson boat, designed by the late

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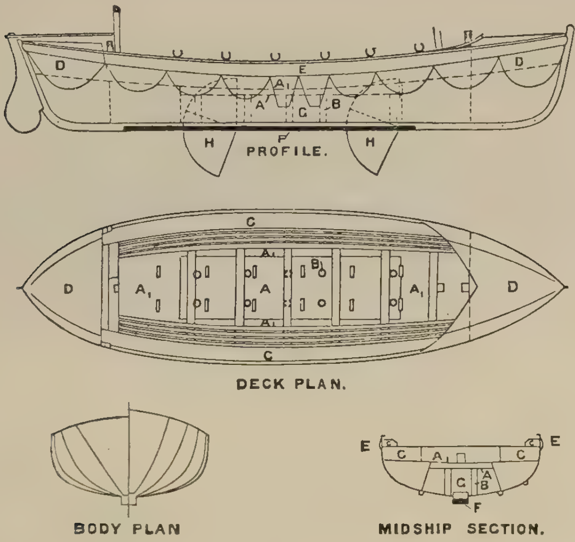
* In 1887, after some serious Life-Boat accidents, the whole subject of the self-righting power of the Institution's Life-Boats was under review, and it was decided that all self-righting Life-Boats should be proved to "right" with their full crew (represented by dead weights, taking 11 stone as the average weight of a man) on board, in addition to all their gear; and further, that they should "right" with their sails set, but the foresheet not belayed. The Life-Boats had to answer this test with the water-ballast tanks both full and empty, and no self-righting Life-Boat built in 1887 or since has ever been sent to her station without passing this severe ordeal. The great increase in the self-righting power of the Life-Boats involved a considerable increase in the weight of the iron keel and in the capacity of the end air-chambers, these latter being made longer, higher, and wider. The weight of the boat was consequently much increased, and the space for the crew considerably encroached on. As great "beam" is a factor *against* self-righting power, new boats were built with beam of less proportion to length than had hitherto been the rule.

† This number includes some boats designed by Mr. Rubie, the surveyor of the Institution, to meet demands for Life-Boats of specially light weight.

‡ Non-self-righting boats :—

| | |
|---|---|
| Steam Life-Boats | 4 |
| Cromer type | 1 |
| Liverpool type | 32 |
| Norfolk and Suffolk type | 18 |
| Tubular | 1 |
| Watson | 41 |
| Whale boats | 2 |
| | 99 |

consulting naval architect of the Institution, Mr. G. L. Watson, the famous designer of yachts and other craft. Broadly speaking, it may be said that, with large sailing Life-Boats intended to go well out to sea, it is better to set aside the self-righting principle and aim at great buoyancy, stability and speed. This is what Mr. Watson did, and his boats have beautiful lines, are safe, weatherly, quick in stays, and of great speed, and they are prime favourites on many parts of the coast. The diagram shows wherein they differ from the self-righting boat. The breadth amidships is greater; the ends are lower; the heavy iron keel does not extend so far; and there are air-cases along the sides, not only between the deck


PROFILE.
DECK PLAN.
BODY PLAN
MIDSHIP SECTION.

Watson Boat.

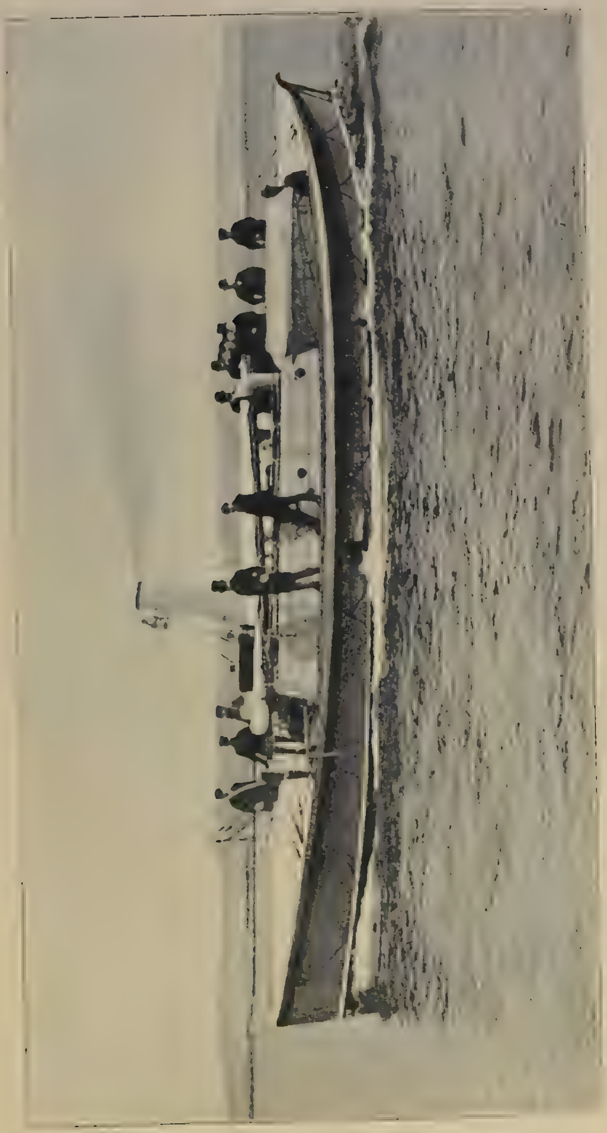
A.—The deck.
B.—Relieving valves for the automatic discharge of water off the deck.
C.—Side air-cases above deck and thwarts.
D.—End air-compartments.
E.—Wale or fender.
F.—Iron keel ballast.
G.—Water-ballast tank.
H.—Drop-keels.

and the thwarts, but also above the thwarts, so as to give increase of buoyancy and leave no ledge or crevice in which water can lodge when the boat heels over.

As already stated, the fleet includes a steam tug. Her name is the *Helen Peele*, and her station is Padstow. She is built of steel, is more than twice as long as the largest sailing Life-Boat, displaces 231 tons, and has twin screws. She is employed to tow Life-Boats, and to render aid to vessels in distress which have no chance of getting private tugs.

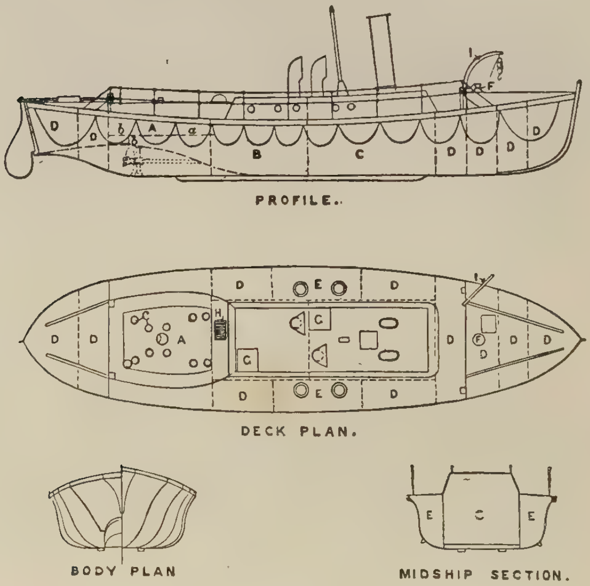
THE "HELEN PEELE."

The Institution also possesses four steam Life-Boats. The first, the *Duke of Northumberland*, was built by Messrs. R. and H. Green in 1889, and sent to Harwich in 1890. Her hull is of steel, treble riveted, and divided into fifteen compartments. She does not lose her stability until she reaches an angle of 110 degrees from the perpendicular. She is propelled by a water turbine, the



THE STEAM LIFE-BOAT "QUEEN."

idea being that a screw might get fouled by wreckage or sea-weed. She is now stationed at Holyhead. The *Queen*, built in 1897, has the same means of propulsion. She is at New Brighton. The *James Stephens No. 3*, built in 1898, and the *City of Glasgow*, built in 1901,



PROFILE.

DECK PLAN.

BODY PLAN

MIDSHIP SECTION.

Steam Life-Boat, with Cavity for Screw.

A.—Cockpit.
  *a.*—Deck.
  *b.*—Propeller hatch.
  *c.*—Relief valves.
B.—Engine room.
C.—Boiler room.
D.—Water-tight compartments.
E.—Coal bunkers.
F.—Capstan.
G.—Hatches to engine and boiler rooms.
H.—Cable reel.
I.—Anchor davit.

are stationed respectively at Angle (Milford Haven) and Harwich. These two are screw steamers, and the risk of fouling is guarded against by the placing of the screw in a cavity, as shown in the diagram.

The steam Life-Boats are very useful at the carefully-selected stations where they have been placed, but it does not seem that their number should be increased. They are more than twice as heavy as the heaviest sailing Life-Boat, they cannot be launched and hauled up like other boats, they must lie afloat at all times of the tide in safe harbours not remote from scenes of wreck, and they are expensive to maintain. There are very few places where the requisite conditions obtain.

Motor Life-Boat under Trial.

Four sailing Life-Boats have been fitted experimentally with petrol motors and screws; and, as the experiment is proving successful, the Institution is proceeding with the building of new boats, with a protective cavity for the screw as in the case of the later steam Life-Boats. Three of the new motor boats are already on the coast. The illustrations show a converted motor-boat under trial on the Thames. The main requirements in motors for Life-Boats are stated in the Appendix (page 73).

An important feature of all Life-Boats is the series of self-acting, non-return, relieving valves, for getting rid of any water which may come on board. These are the outcome of discussions and experiments which followed the Duke of Northumberland's prize competition in 1851. Before that time the "relieving tubes," which had been introduced early in the century, were open top and bottom, and, although they let the water out, they also let it in, and, even in a slight sea, allowed it to spurt up, to the great discomfort of the crew. Now they act in only one direction, and they discharge the water in an incredibly short time.*

Motor Life-Boat under Trial.

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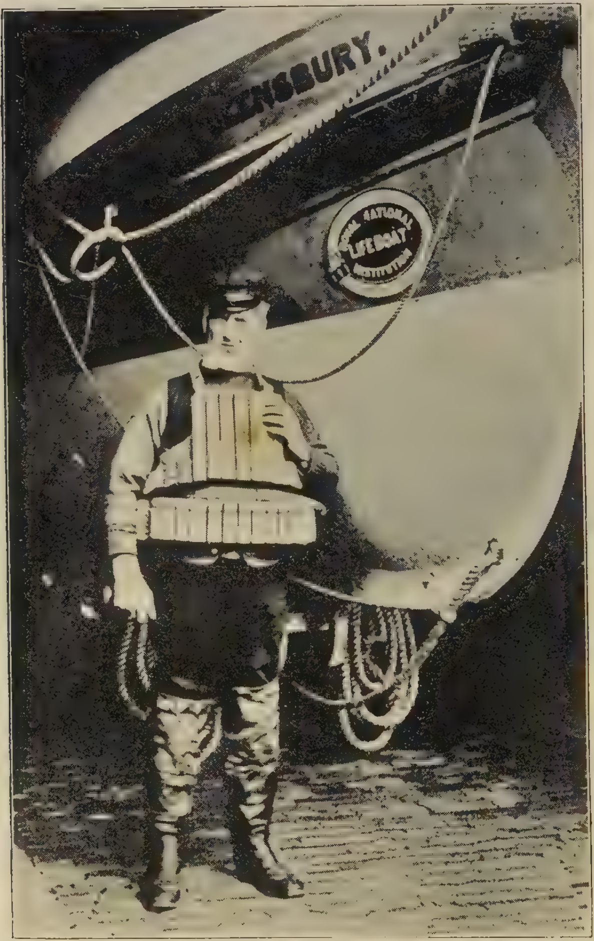
* The principle on which the tubes act is the simple one that water must find its own level. The boat is so designed that, in any trim, her deck is higher than the surface of the sea. Any water, therefore, that comes over the gunwale to the deck makes its way down the tubes immediately, and the non-return valves prevent it from rising again. The greatest quantity that can come on board is discharged in less than one minute.

Every Life-Boat carries a stout anchor and cable, to enable her to veer down to a vessel wrecked on a lee shore. Many of the larger boats are fitted with a wheel for steering. All boats carry a drogue or canvas bag, shaped like a candle-extinguisher, to be towed astern with the mouth foremost, its purpose being to hold the boat's stern back when she is running before a sea, and prevent her from being turned broadside to the sea or broaching to. They are all provided with a compass, ropes of the finest make, grappling irons, lifebuoys, a lamp, signal lights, an axe, two hatchets and other tools, and an air-tight case containing some chocolate (the gift of a well-known firm), biscuits, and a bottle of spirits, to be served out to the rescued or used in emergency by the crew of the boat. Every member of the crew wears a life-belt. Formerly the belt was always of cork, like the one worn by the fine old coxswain, John Owston of Scarborough.

MOTOR LIFE-BOAT UNDER TRIAL.

But "Kapok" is now being substituted for cork, and at page 60 there is a picture of a whole crew wearing belts of that substance. It comes from a plant which grows



John Owston.

in the Malay Peninsula.* Very like cotton, but with a shorter staple, it is not merely more buoyant than cork, but retains its buoyancy longer, and it makes the belt warm and comfortable for the wearer, which is more than can be said for cork. The Institution has just determined, after a prolonged trial, to go still further, and to use it for buoys as well as belts. A buoy stuffed with "Kapok" is more efficient, and, as it is lighter and softer than a cork buoy, it can be thrown farther. If it hits a man, it will not hurt him so much.†

North Deal Life-Boat.

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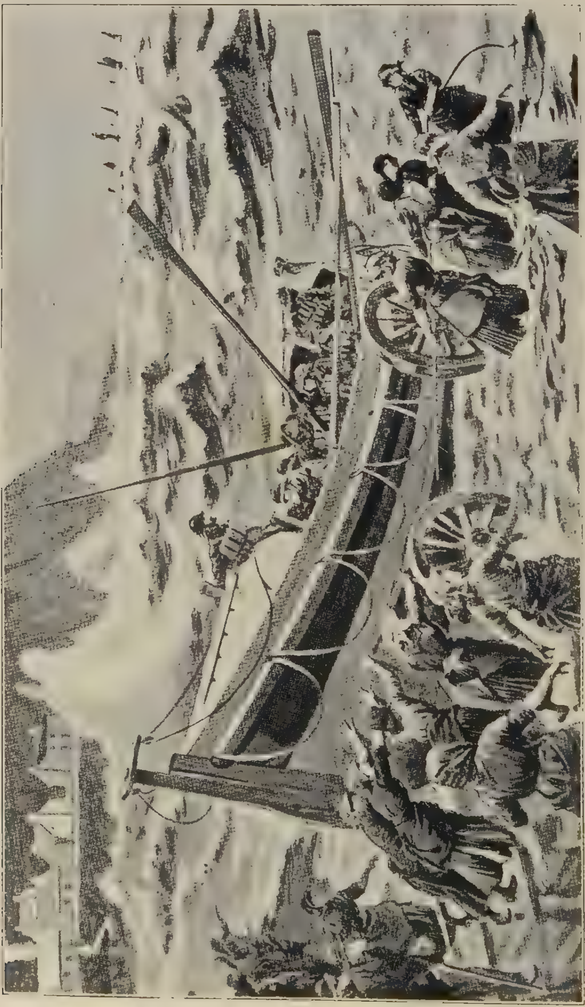
* "Kapok" is described in the *Journal of the Society of Arts* of July 23, 1909, vol. lvii., page 737; and its use for life-belts is mentioned in the *Journal* of that Society of October 15, 1909, page 981.

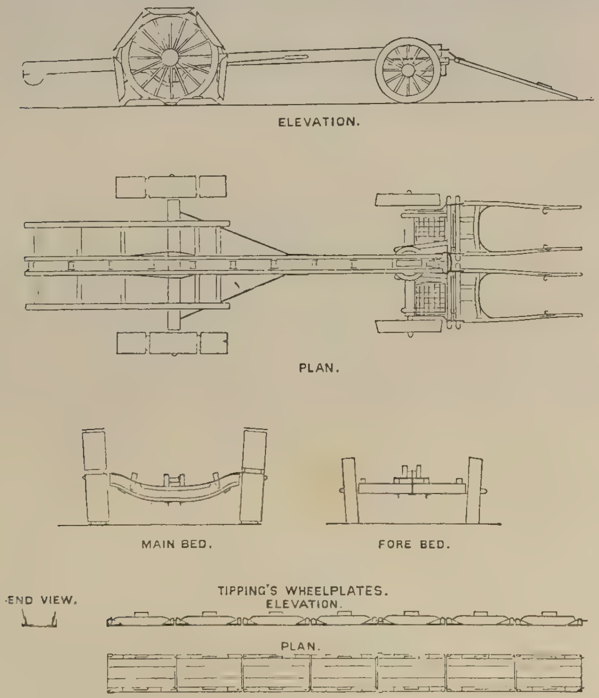
† A "Kapok" life-belt returned for examination after it had been constantly used at Whitby for four years, was thoroughly tested, with the following result: Weight before immersion, 3 lb. 14 oz., supported 26 lb. in water 24 hours; weight after immersion, 5 lb. 1 oz. A comparative test of old cork belts resulted as follows: Weight before immersion, 6 lb., supported 22 lb. in water 24 hours; weight after immersion, 6 lb. 10 oz. A

There is great variety in the methods of launching the boats. In the simplest cases men haul or push them over greased skids, as at North Deal. If men helpers



Runswick Life-Boat.

are not available, women come to the fore, and at Runswick, for example, the wives and daughters, and



Life-Boat Transporting Carriage, with Tipping's Wheelplates.

perhaps sweethearts, of the Life-Boat men may be seen bravely helping to get the boat off to a wreck. Some-

"Kapok" lifebuoy, which was sent to Moelfre in September 1905, and had been in service ever since, was recently returned for examination. It was in excellent condition. It was tested along with a new cork lifebuoy and an old cork lifebuoy which had been on the coast about 10 years. The result was as follows: *New cork buoy*, weight prior to immersion, 9 lb., supported 31½ lb. for 15 hours and then sank; carried awash 28 lb. for 9 more hours; weight after immersion, 13½ lb. *Old cork buoy*, weight prior to times a stretch of sand or shallow water intervenes, or a launching place to suit the direction of the gale has to be reached by road. The boat must then be mounted on a carriage, and drawn by horses, which take her into the sea until she is in deep enough water to be launched.

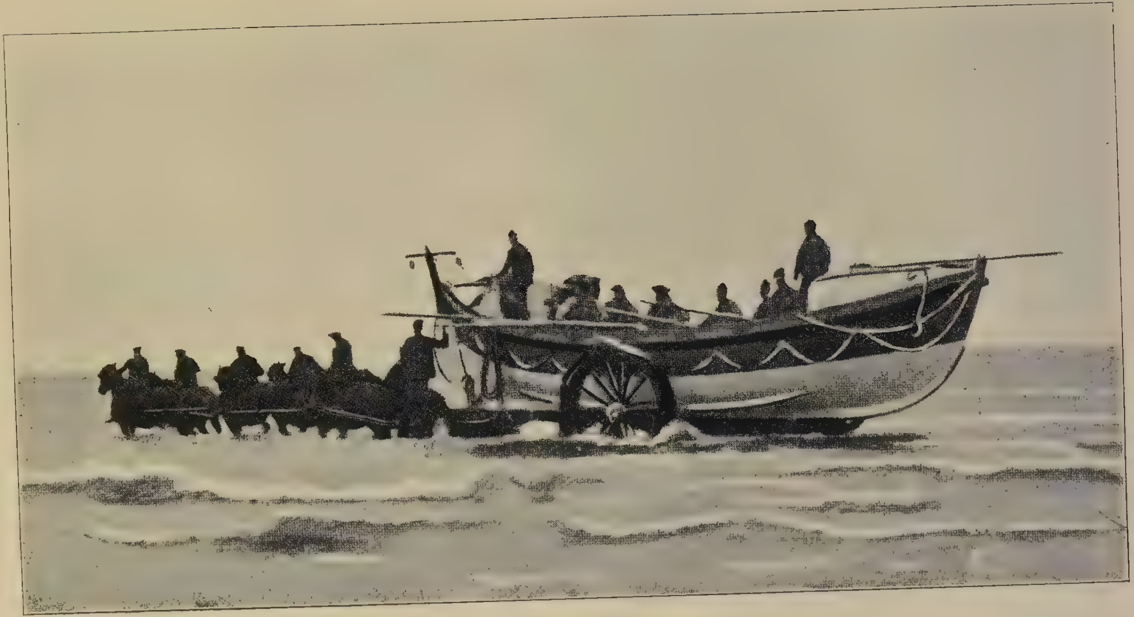
Where there is soft sand or mud, Tipping's wheel-plates* are put on the main wheels. Typical cases may be seen at Worthing and Port Eynon. In the former wheel-plates are not required; in the latter they are.

Worthing Life-Boat.

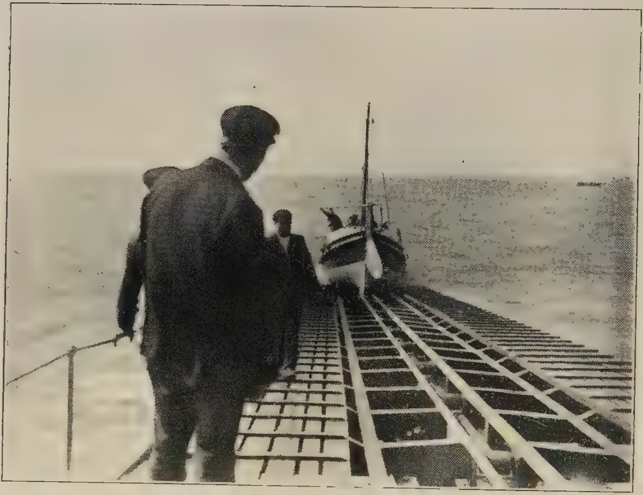
Haul-off warps are used in some cases. Away, in a sufficient depth of water, an anchor or a solid mass of concrete is embedded, with a buoy and block attached. Through the block a warp from the shore is rove, and by

immersion, 13 lb.; supported 32½ lb. for 5 hours, and then sank; carried awash 28 lb. for 19 hours; weight after immersion, 15½ lb. "*Kapok*" *buoy*, weight prior to immersion, 5¼ lb., supported 34¼ lb. for 24 hours; weight after immersion, 6½ lb. Although more yielding than cork buoys, "Kapok" buoys can easily be bent back to shape, and they have borne a severe test for strength.

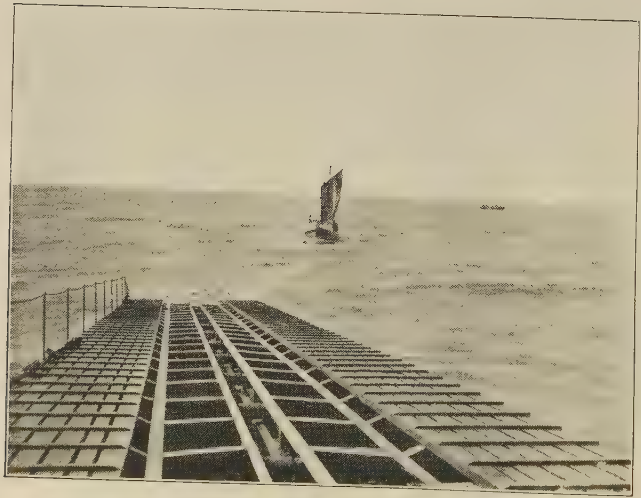
* Invented by Lieut. Gartside-Tipping, R.N., a member of the Committee of Management.



Port Eynon Life-Boat.



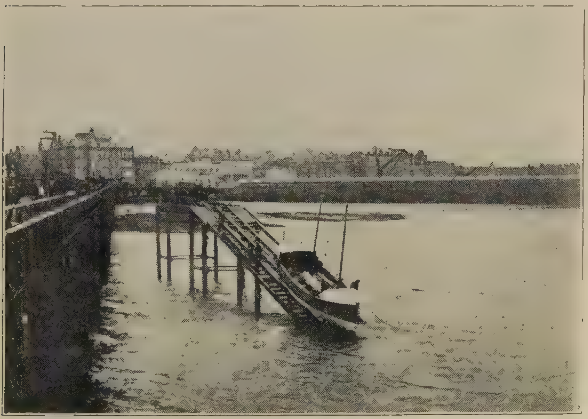
TOTLAND BAY.



TOTLAND BAY.

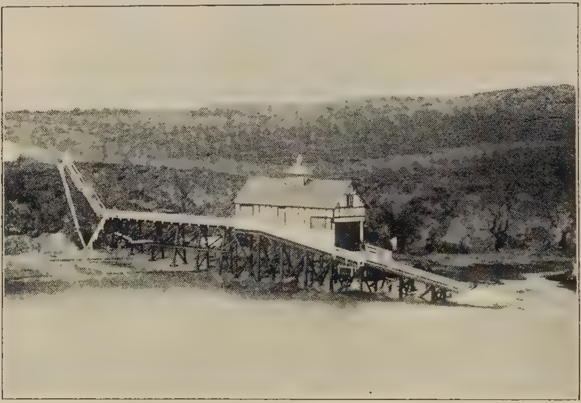
this means the boat is hauled through the surf. It is a method which has been in use since 1829, when it was introduced at Yarmouth by the celebrated Captain Manby. In many cases a single rope attached to an anchor is found sufficient for the purpose. Sometimes a permanent timber-launching place has to be provided, as at Totland Bay.

Where rocks or other obstructions are in the way, a solid slip-way has to be built so that the boat may be launched clear and free. If there are local reasons against a solid structure, the slipway is constructed on piles, as at Margate. There are some stations, like Cemaes, in Anglesey, where both boat-house and slipway must be placed on piles. At Atherfield, in the Isle of Wight, the boat is conveyed from the top of the cliff on ways which slant down a landslip for 300 feet.



MARGATE.

I need not multiply examples, and I must refrain from telling in detail what is done at the various stations, but it may be interesting to describe one case which illustrates several features in the work of the Institution.



Cemaes Boat-House and Slipway.

Atherfield, Isle of Wight, Life-Boat.

At Newquay, in Cornwall, there is a sandy beach, from which it was possible to launch a boat on a carriage very well; but, the beach being deeply embayed, it was difficult and tedious, and sometimes impossible, to beat out against an adverse wind to a vessel in distress in the open sea. It became imperative to devise some other arrangement. On the west side of the bay lies a rocky headland, which gives protection from westerly gales. Near the end there is a natural depression, and beyond this the extremity rises and spreads so as to form a shelter from the north.

THE HEADLAND, NEWQUAY.

A site was chosen in the hollow, a Life-Boat house built, and a concrete slipway constructed, in order that the boat might be launched into deep water within easy reach of the open sea and in command of the whole bay. The slipway is little more than a boat's length from the doors of the house. When required the boat is brought to the edge, and the crew, having donned their oilies and "Kapok" life-belts, climb in and take their places The masts are stepped, and, at the word of command, she is released, shoots down the slipway, and dashes

Newquay Life-Boat House, with Boat's Crew wearing "Kapok" Life Belts.

Slipway.

into the sea in a cloud of spray.* After she has done her work she has to be housed again; but she cannot be brought to the slipway and hauled up there; she must be beached. She therefore turns before the gale and makes for the head of the bay; here she is met by willing hands and a team of magnificent horses;† tackle is made fast, and she is drawn over skids to her carriage. The eight horses, trained to obey the whistle of the foreman teamster, act as one, and go in fine style up the beach, through the town, and away to the house on the headland, where the boat is promptly made ready for further service.

The illustrations are those of an exercise on the occasion of a visit in June, 1909, of their Royal Highnesses the Prince and Princess of Wales, who went to Newquay for the express purpose of seeing the exercise and of encouraging the crew and the local committee. It is difficult to show what the conditions are in a storm, and it seems better to leave them to the imagination. There are pictures of rescues in gales of wind, but they are generally unreal.

The following short unvarnished tales may give a sufficient impression of the kind of work which the Life-Boat service renders to humanity.

In September 1906, the Caister Life-Boat effected a rescue in circumstances of great danger. The Russian barque, *Anna Precht*, carrying twelve hands, under the command of Captain Jansson, and bound to Yarmouth, encountered an east-north-east gale, and was running for an anchorage, when she drove on the Cockle sands. Before she could make a distress signal she went to pieces. Three men got into her small boat, and, without oars, trusted themselves to the waves. The coastguard had

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* Except near the toe, this slipway has a gradient of 1 in 3.

† Placed, without fee or reward, at the disposal of the Institution by a public-spirited merchant of the town.

The Life-Boat ready for Launching.

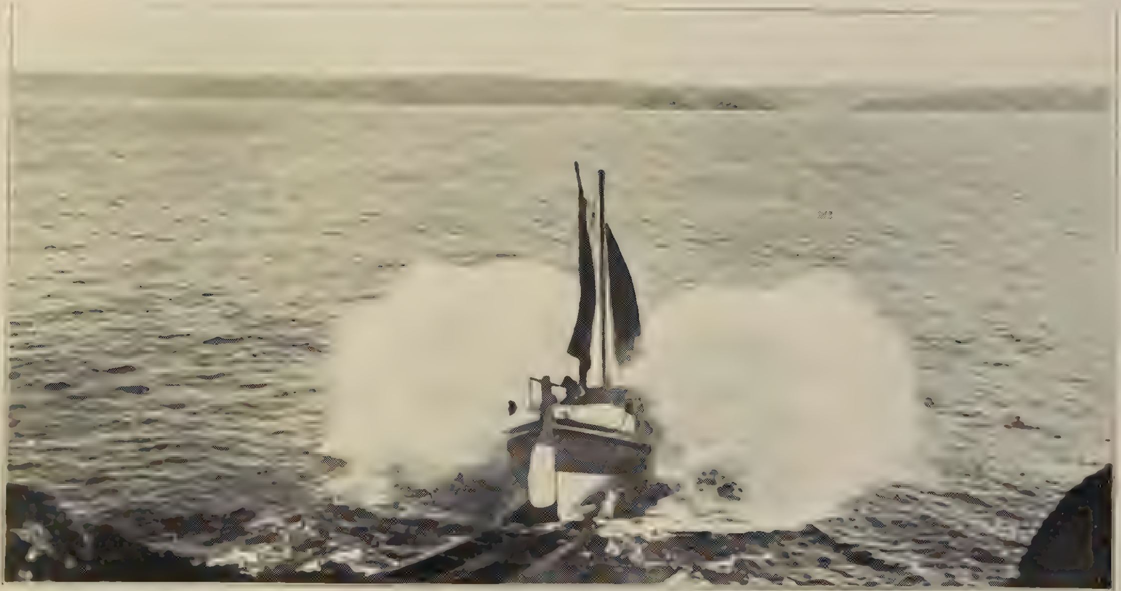


FIG. 44.—LAUNCHING THE LIFE-BOAT.

not seen the wreck, but they descried the small boat, and at once aroused Coxswain Haylett, who mustered his crew, and the Life-Boat *Nancy Lucy* (of the "Norfolk and Suffolk" type) was launched. Meanwhile the ship's little boat was thrown on the beach, and the three sailors were cared for by the coastguard. There were still nine men to account for, and the Life-Boat men made their way out and found Captain Jansson, whom they rescued. Proceeding with their search, they discovered on the wreckage a lad, whom they unlashed and saved. Still persisting, they found four men clinging to another piece of the wreck, and made them safe. Then, although drenched to the skin and suffering from exposure, they kept on searching, but could find no more. The wreckage was surrounded by loose spars and pieces of wood, and it was with great risk and difficulty that the Life-Boat was brought through it and near enough to the distressed sailors, while in the case of some of these poor fellows, who were benumbed and helpless, the Life-Boat men had to clamber on to the pieces of wreckage to effect their rescue. Coxswain Haylett, Assistant-coxswain Plummer, Solomon Brown, and Walter Haylett were awarded silver medals, and the whole crew were given an additional pecuniary reward.

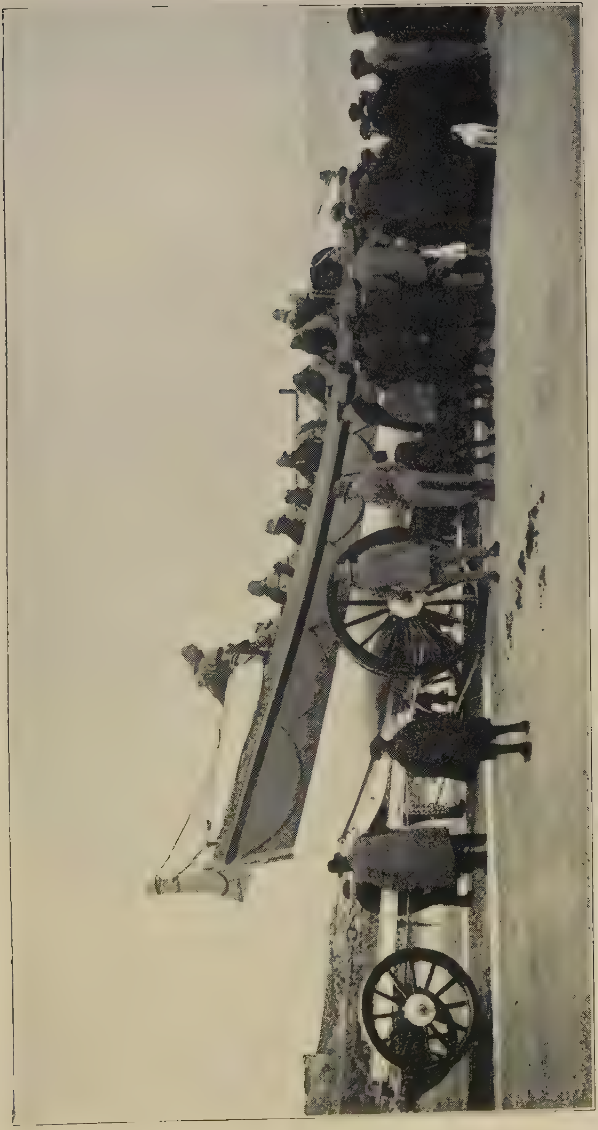
In a dense fog, at 10.30 p.m. on the 10th March, 1907, the White Star Liner *Suevic*, with 524 persons on board, ran on the Maenheere Reef, off the Lizard. There was a strong S.W. wind and heavy sea. Her signals of distress were promptly responded to by the Life-Boats at the Lizard and Cadgwith, and further aid was summoned by telephone from Coverack and Porthleven. Two of the ship's boats were filled with women and children, but it was fortunate that they had scarcely left the ship when the two nearest Life-Boats arrived, for the officers in charge had no knowledge of the rocks around them. The Lizard Life-Boat took one in tow to Polpear and

Beaching the Life-Boat.

Team of Life-Boat Horses, [illegible] inspection by the Prince and Princess of Wales.

returned to the wreck. The other ship's boat was picked up by the Cadgwith Life-Boat, and the local honorary secretary, the Rev. H. Vyvyan, jumped from the Life-Boat into the ship's boat, and, slipping the tow-rope, successfully piloted her ashore through the rocky and dangerous channel. He then returned to the wreck, where he assisted in saving more of the passengers. Meanwhile, the Life-Boats from Coverack and Porthleven arrived, and the work of rescue was continued throughout the night. The darkness was intense, and between three and four o'clock the weather became worse, but by noon everyone was in safety. There was not a single accident or injury to report, although sixty of the children on board were under three years of age. Two sailors, George Anderson and William Williams, distinguished themselves in the work of carrying the children down the rope ladders, and were each rewarded with a gratuity and the silver medal. The silver medal was also given to the Rev. H. Vyvyan, Coxswain Rutter, Coxswain W. H. Mitchell, and Assistant-coxswain Edwin Mitchell, and a large sum was distributed in rewards to the crews and helpers. Three of the boats engaged were self-righting boats, and one was of the Liverpool type.

There is one story still to tell—perhaps the most thrilling. On the 22nd of February, 1908, a gale of unusual severity blew over the United Kingdom; and the Holyhead steam Life-Boat, the *Duke of Northumberland*, which had just returned from rendering assistance to a disabled steamer, received information that another steamer, the *Harold*, was in danger. Failing to reach Holyhead, this vessel was drifting with the tide towards the rock-bound coast of Anglesey, between the North and South "Stacks." Notwithstanding the terrible seas, the Life-Boat went out again immediately. The wind had been increasing, and was blowing with hurricane force; but the Life-Boat made headway against it, and



Drawing on to Carriage.

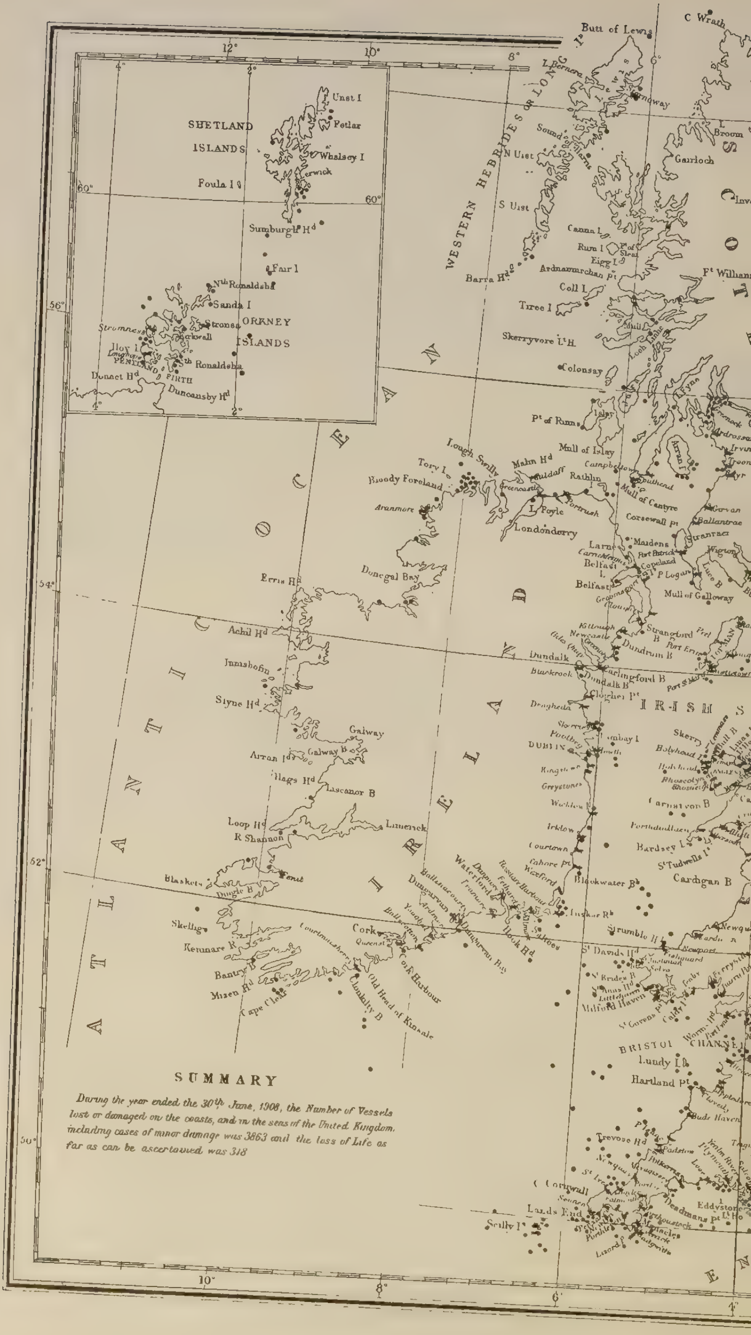
found the distressed steamer anchored not far from the cliffs amid such seas that it was impossible to get near her. Huge waves tossed the Life-Boat like a cork; but eventually, after two hours' skilful manœuvring by the coxswain, and helped by the slackening tide, she was able to approach sufficiently near to effect communication by means of a rope. Seven of the shipwrecked sailors were drawn through the water to the Life-Boat when a heavy sea carried her almost alongside, and the two remaining men jumped on board. The rope was slipped, and the Life-Boat steamed clear, and landed the whole of the ship's crew safe and sound. The service was attended by extraordinary risk, as the Life-Boat was in imminent danger of being driven against the disabled steamer, which would have been death to all on board. The coolness and courage displayed by Coxswain Owen and his crew were the subject of universal admiration at Holyhead, and were fully appreciated by the Committee of the Institution. The slightest error of judgment on the part of Owen, or any hesitation in carrying out his

Breathing-time on the Beach.

Starting uphill to the Town.

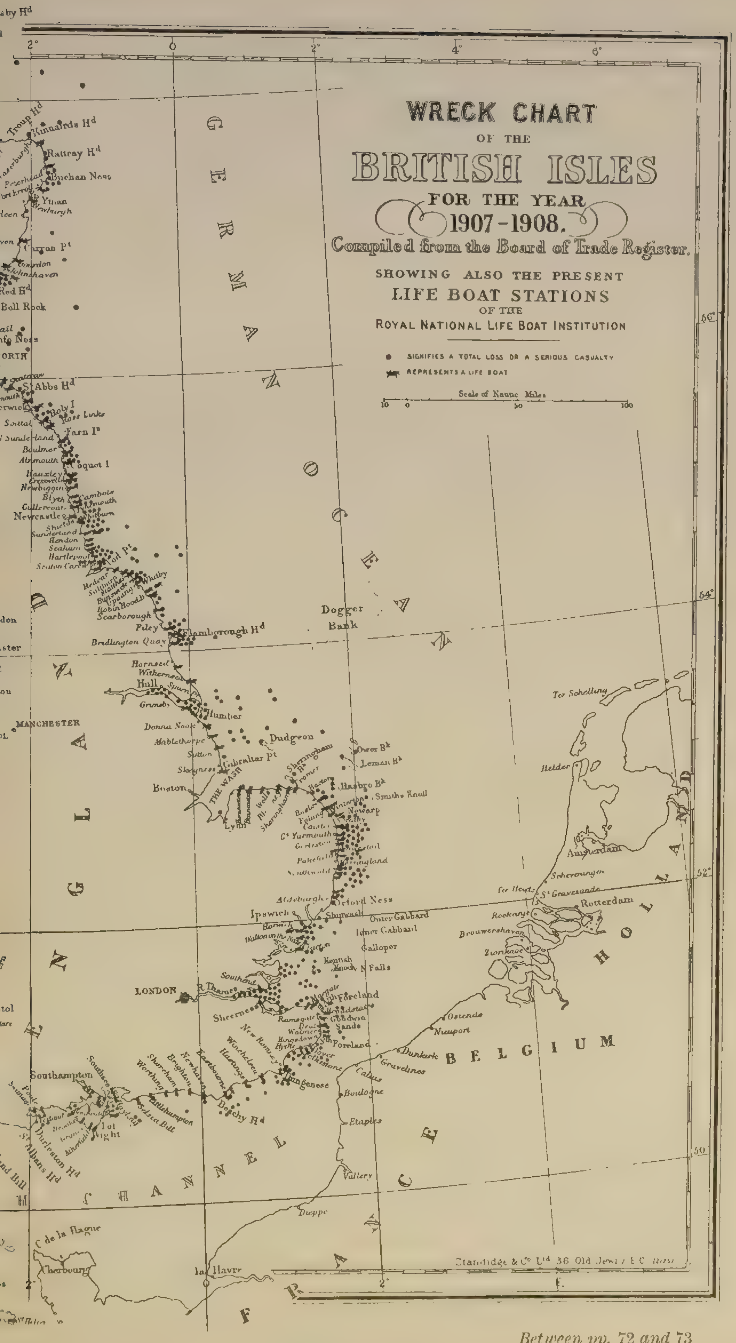
orders on the part of his crew, could only have brought destruction upon all. The engine-room staff were not less deserving of praise than the others. Battened down below, and not knowing how matters were going on, they endured suspense which it would be difficult to describe. Owen was voted the gold medal, and each of the deck hands and engine-room staff received the silver medal, besides pecuniary rewards. His Royal Highness the Prince of Wales marked his sense of the importance of the service by graciously commanding the attendance of Owen at Marlborough House, when, after pinning the gold medal on his breast, he congratulated him and shook him cordially by the hand. Owen already held the silver medal for a gallant rescue in 1890, as well as the medal of the Royal Humane Society.

Stories of equal heroism in Scotland and in Ireland might be told, but my purpose being rather to convey an impression of the kind of work done than to praise the gallantry of the Life-Boat men, I will now only point to the Wreck Chart of the Board of Trade—the latest chart published—which, with its sinister black marks, tells of the necessity for the work of these men all round our coasts. There, better than in any words of mine, my readers will discover why there must be a Life-Boat Institution; there they will see what is the task it is called on to perform; and there they will find an invitation to forget sectarian and party strife, and to join in fervent prayer for a blessing on the Life-Boat cause.



## SUMMARY

*During the year ended the 30th June, 1908, the Number of Vessels lost or damaged on the coasts, and in the seas of the United Kingdom, including cases of minor damage was 3863 and the loss of Life as far as can be ascertained was 318*



WRECK CHART
OF THE
BRITISH ISLES
FOR THE YEAR
1907-1908.
Compiled from the Board of Trade Register.
SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS
OF THE
ROYAL NATIONAL LIFE BOAT INSTITUTION

● SIGNIFIES A TOTAL LOSS OR A SERIOUS CASUALTY
REPRESENTS A LIFE BOAT

Between pp. 72 and 73

# APPENDIX.

THE main requirements in motors for Life-Boats may be stated thus :—

1. Simplicity, reliability, and strength in every part.

2. The engine should not have more than four cylinders, to avoid complications and to prevent the parts being too numerous, too small, or too delicate.

3. Accessibility to all parts.

4. No aluminium.

5. The spread of the bearers which support the engine to be designed to suit the construction of the boat.

6. The engine to work properly when placed on a permanent longitudinal angle of 1 in 4 on a slipway and a permanent list under sail of 25° either to starboard or port, or a momentary list of 45° either way.

7. The engine to be capable of running 12 hours continuously without any attention or any need to open the casing.

8. In self-righting boats an automatic cut-out switch, to stop the engine when she is thrown over to an angle of about 60° to 70°.

9. A governor (independent of hand control) to control the engine and prevent racing.

10. The carburetter and magneto placed as high as possible so that they can be easily got at.

11. Two camshafts, one on each side of the engine, so as to distribute the weights.

12. Petrol feed on pressure system with a small gravity tank inside the motor casing as well.

13. Ignition : one system only, and low tension much preferred. Engine fitted with half compression, to enable it to start on low tension.

14. Lubrication : Mechanical oil feed to all the main bearings. A supplementary lubricating system to be embodied whereby the bearings, connecting rods, and pistons may be lubricated by splash.

15. Air pump for pressure feed (plunger pump). Bilge pump continuously running (gear pump). Large size circulating water pump (gear pump).

16. Inlet for circulating water to be in position arranged by boat builder.

17. Very large water jacket capacity. (The engine, being in a water-tight casing, is apt to get hot, and thus it is necessary that the cylinders should be well cooled.)

18. None of the circulating water to be discharged in the exhaust, so that no water may get back to the cylinders. The exhaust to be water jacketed and a very effective water-cooled silencer provided.

19. The engine to be fixed in a water-tight casing, and all the reversing gear and other parts to be below water-tight hatches, with the exception of the control gear, which is to be in a standard on the deck.

# Royal National Life-Boat Institution

## For the Preservation of Life from Shipwreck

*(Incorporated by Royal Charter)*

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS

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His Most Gracious Majesty the King

### VICE-PATRON

HER MAJESTY QUEEN ALEXANDRA

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**Eastern District**—Lieutenant Basil Hall, R.N., London
**Southern District**—Keppel H. Foote, Esq., late Lieutenant R.N., London
**Western District**—Lieutenant Edward D. Drury, R.N.R., Bristol
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**SOLICITORS**—Messrs. Clayton, Sons & Fargus

**AUDITOR**—Albert William Wyon, Esq., Public Accountant, F.C.A. (of the Firm of Messrs. Price, Waterhouse & Co.).

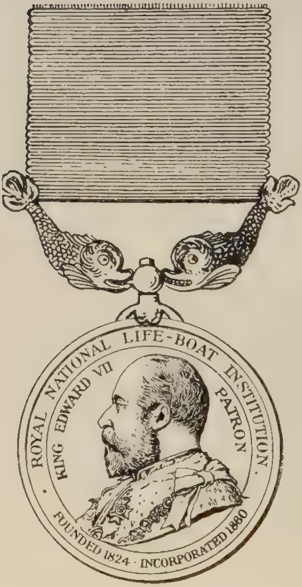
**BANKERS**—Messrs. Coutts & Co., 440 Strand, London, W.C.

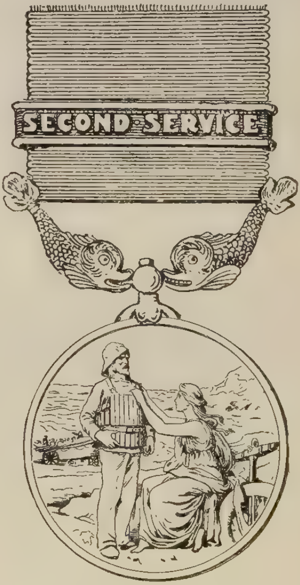
# THE MEDAL

OF THE

# Royal National Life-Boat Institution

FOR THE PRESERVATION OF LIFE FROM SHIPWRECK.


ROYAL NATIONAL LIFE-BOAT INSTITUTION.
KING EDWARD VII PATRON
FOUNDED 1824 · INCORPORATED 1860



*Obverse.*—Bust of His Majesty King Edward VII. Double Legend: "Royal National Life-Boat Institution. Founded in 1824. Incorporated 1860. King Edward VII. Patron."

*Reverse.*—Figure of Hope assisting Coxswain-Superintendent of Life-Boat to buckle on his life-belt, and wishing him and his crew, "God speed." Life-Boat manned in distance ready to launch, and awaiting the instructions of the Coxswain-Superintendent.

The colour of the corded silk ribbon attached to the medal is blue.

The following is a List of the Gold and Silver Medals which have been voted by the Committee of Management of the Institution since its establishment on the 4th March, 1824, to the 31st Dec., 1909, to persons whose humane and intrepid exertions in saving Life from Shipwreck on our Coasts, etc., have been deemed sufficiently conspicuous to merit that honourable distinction. The Cases will be found recorded in detail in the several Annual Reports of the Institution.

The total number of Medals and Clasps granted by the Institution is 1,370 of which 101 were in Gold, and 1,269 in Silver.

*Note.*—The asterisk (*) after the name denotes the reception of a Gold Medal or Clasp. The figure after the name signifies the number of honorary distinctions received from the Institution. Abbreviations. — C.G.— Coast Guard. R.C. — Revenue Cruiser. M.M.—Master Mariner.

Abbot, Sidney, Clovelly
Abbott, John, C.G.
Acraman, J., Fishguard
Adair, R., late Cox. Ballywalter Life-Boat
Adair, W., C.G.
Adam, J., C.G. (2)
Adams, Thomas
Agar, J., C.G., Morris Castle
Agnes, Samuel, Wivenhoe
Ahern, John, C.G., Kilmore
Aikin, J., C.G., Cushendall
Aitchison, Alexander
Alexander, W., late Cox. Thorpeness Life-Boat
Allan, Jas., Holy Island
Allen, Luke Jas., M.M., Wivenhoe
Amis, Edward, late Coxswain, Palling Life-Boat
Anderson, George, Seaman
Anderson, John G., R.N., C.G.
Annis, M., C.G. (3)
Anthony, Owen, M.M., Holyhead
Armstrong, J., late Cox. of Hauxley Life-Boat
Armstrong, R., Newbiggin
Armstrong, W., Blyth
Armstrong, W., Newbiggin
Arnold, W. H., C.G., Sandown
Askin, J., Ballywalter
Atkins, T., C.G., Wainfleet
Austen, Wm., Seaman, Ramsgate Steamer *Vulcan*
Autridge, Lieut., R.N., Doonbeg
Avisse, I. N., M.M., Boulogne.

Bacon, Henry, Harwich
Bacon, James
Bailey, James, Boatman, Deal
Baillie, Lieut. Henry, R.N.
Baillie, Lieut. H., R.N.
Bain, Alex., Seaman, Skerries
Bake, Lieut., R.N., C.G.
Baker, Lieut. G. S., R.N., C.G.
Baker, Lieut. W. H., R.N., C.G.
Baker, T., C.G., Brooke
Ball, D. Graham, M.M.
Ball, E., Angle
Banyard, John, C.G.
Barlach, Henry, M.M.
Barnard, A., C.G. (2)
Barnes, George, Christchurch
Barrett, J., C.G., Carnsore (2)
Barrett, W., C.G.
Barrett, W., jun.
Barron, R. N.
Barry, Lieut. G., R.N., Kinsale
Bartholomew, R. J.
Bate, Samuel, late Asst. Cox. Padstow Life-Boat
Bate, Thomas, late Cox. Bude Life-Boat
Bates, Thos., C.G.
Batist, J., C.G., Dymchurch
Beatson, G. B. M., C.G. (2)
Beauclerk, The late Lord Chas.
Beck, Robert, late Cox. of Point of Ayr Life-Boat
Beddoe, D., Fishguard
Bedwell, Wm., M.M.
Begg, —., M.M.
Belsey, Hy., Ramsgate
Benett, Capt C. C., R.N.*
Berriman, James, M.M.
Berry, David, Ramsgate
Bevan, John, M.M.
Bickerstaffe, R., late Cox. Blackpool Life-Boat (2)
Billett, R., C.G., late Cox. Lydd Life-Boat
Bingham, Wm.
Bishop, Geo., Polkerris
Bishop, S., C.G., Caister
Bishop, Thos., late Asst. Cox. Palling Life-Boat
Black, A., C.G., Strangford
Blackmore, Wm., C.G., Penzance (2)
Blackwood, Rev. J. O'Reilly, Ballywalter (2)

Blair, Lieut. Horatio, R.N., C.G.
Blampied, C., Jersey
Blance, John, Shetland
Blissendon, William M., C.G.
Blois, Capt. J. R., R.N.*
Blythe, Miss Ellen
Bolitho, Simon, C.G., Bude
Bongourd, H., Pilot, Guernsey
Bonner, G., C.G., Collieston
Bouchard, John, St. Martin's
Bowen, Lieut. C. H., R.N.*
Boyd, Henry, C.G.
Boyd, John, Portrush
Boyd, Mrs.
Boyle, Marcus, late Cox. Wexford Life-Boat (2)
Boyle, Lieut. Hon. R. F., R.N.
Bradford, John, Exmouth
Bradford, Uriah, Exmouth
Bradley, Wm., Southend
Brice, W., C.G., Greencastle
Bridle, W., M.M., Lyme
Brims, John, late Cox. Thurso Life-Boat (2)
Brine, Thos., Douglas
Brinksmead, W., M.M.
Brittain, Lieut. G. S., R.N., C.G. (2)*
Britton, Henry, Cox. Walton-on-Naze Life-Boat
Britton, J., Master of the American Ship *Rochester**
Britton, Wm., late Cox. Harwich Life-Boat
Broad, W., Falmouth*
Brooke, Thomas W., Holyhead
Brooks, A., C.G., Dungeness
Brown, Christopher, Bridlington
Brown, Fredk., Bridlington
Brown, Henry, Newbiggin
Brown, James, C.G., Dunbar
Brown, John, late Cox. Newbiggin Life-Boat (2)
Brown, Solomon, Caister
Brown, Thos., late Cox. Cresswell Life-Boat (2)
Browne, Capt. P. R. M. (2)*
Brune, Miss B. M. Prideaux
Brune, Miss E. F. Prideaux
Brune, Miss G. R. Prideaux
Brune, Miss M. K. Prideaux
Brunton, Lieut. J., R.N., C.G. (2)*
Buck, W. C., R.N., C.G.
Buckett, J., late Cox. Brighsone Grange Life-Boat
Budd, James, C.G.
Bulkeley, J. B., late Cox. Teignmouth Life-Boat
Bulley, Lieut. J., R.N., C.G. (4)**
Bumby, J., C.G., Clovelly
Bunt, John, C.G.
Bunt, John, Portishead
Burden, W. J., Teignmouth
Burnard, T., Bideford (2)
Burne, J., C.G., Penzance
Burne, John, Sen., Shields
Burney, R., C.G., Banff
Burton, James H.
Burton, William, Ramsgate
Bury, Ld. Viscount, P.C., M.P.
Butcher, James, Lowestoft
Butcher, Rich., Lowestoft
Byrne, Lawrence, C.G.
Byrne, Private, R. Irish Regt.

Canterbury, His Grace The Archbishop of (Dr. Manners Sutton)*
Cable, James, Cox. Aldeburgh Life-Boat (3)
Cahill, D. F. L., M.D.
Cain, Wm.
Callaway, W., Seaman, Lyme
Callow, Wm., late Cox. Castletown Life-Boat (2)
Campbell, James, Leestone
Campbell, Miss J., Drogheda
Campbell, Angus, Cutter *Princess Royal*
Cameron, Capt. O. S., R.N., C.G.
Candlish, J., late Cox. Lytham Life-Boat
Cannell, T., late Cox. Isle of Man Life-Boat
Cannon, John, late Cox. Hasborough Life-Boat
Carberry, Patrick, Wexford
Carbis, Thos., late Cox. Penzance Life-Boat (2)
Carey, H., Shrove Head
Carr, C. S., Gunner R.C. *Sylvia*
Carr, Henry, H.M. Customs, Wexford
Carr, John, C.G., Dunmanus
Carr, Samuel, C.G.
Carrington, J., Steam-tug *Liverpool*, Harwich
Carrington, Lieut. R.N.
Carrington, W. H.
Carroll, Private, Royal Irish Regt.
Carter, Fredk., Weymouth
Carter, J., C.G.
Casey, M., Newcastle, Ireland
Castel, G., Broadstairs
Caulfield, Geo., Howth
Cay, Capt. R. B., R.N., C.G.
Chaddock, J., C.G.
Chaplin, —., M.M.
Chapman, Thomas, the late, F.R.S., V.P.*
Chappell, T., Bideford
Chappell, Capt. W., Bideford
Chard, J., Boatman, Thorpe
Chesnutt, George, C.G.
Cheyne, William, Orkney Isles
Chittenden, E., Broadstairs
Christian, Thomas A.
Clark, George, Seaman
Clark, T., Bridlington
Clarke, Lieut. Joseph, R.N.*
Clarkson, T., Cox. Lytham Life-Boat
Clayburn, T., late Cox. Scarboro' Life-Boat (2)
Clayson, S., Asst. Cox. Margate Life-Boats
Clayton, Lieut. R.N., C.G.
Cleave, R., Wivenhoe
Clements, F. G., Eccles
Cloke, W., Pilot, Mevagissey
Cobb, Rev. C., M.A., Dymchurch
Cockrom, W., H.M.S. *Eagle*
Coffey, P., Tramore, Waterford

Colby, Nathaniel, late Cox. Pakefield Life-Boat
Cole, J., Seaman, Wivenhoe
Collard, S., Pilot, Deal
Collins, James, C.G., late Cox. Rye Life-Boat
Collins, J., Master of the American ship *Roscius**
Collison, R., M.M.
Collopy, J., C.G., Porthcawl
Combe, Lieut. M., R.N., C,G.
Coneys, Anthony, Clifden
Connick, J., Dundalk
Cook, Stephen, Cox. Folkestone Life-Boat
Cooper, Hugh, C.G.
Cooper, T., Sen., Ramsgate
Cooper, T., Jun., Ramsgate
Coppin, Lieut. F., R.N., C.G.
Corbert, W., late Cox. Ardmore Life-Boat
Corbet, P., Pilot, Guernsey
Corbett, W., Douglas
Cork, W., C.G., Fort George
Corkhill, W., late Cox. Padstow Life-Boat (2)
Cornish, Lieut J., R.N., Bovis
Costello, M., Rosslare
Cotton, D., Brighstone, I.W.
Cotton, James, ditto, Cox. of Life-Boat
Cotton, W., Cox. Atherfield Life-Boat (2)
Coul, Alexander, Montrose
Coul, Charles, Montrose
Cowin, J., Ramsey
Cox, Lieut. H., R.N., C.G. (2)*
Cox, Surgeon, H. L., A.M.D.
Cox, Joseph, late Cox. Appledore Life-Boat (3)
Cox, J., jun., late Cox. Appledore Life-Boat (2)
Cox, W., C.G., Kilmore
Craggs, J., C.G., Devonport
Cragie, J., late Cox. Southwold Life-Boat (3)
Crawford, Wm.
Cronen, Dennis, Ballycotton
Cropper, Peter, Cox. Liverpool Life-Boat
Crosby, Nicholas, Dundalk
Crosswell, T., C.G.
Crouch, J., Broadstairs
Crouch, R., Broadstairs
Crowden, J., C.G., Muchals
Cubitt, W., Bacton (2)
Cubitt, W., jun., Bacton*
Culmer, —., C.G., Leigh
Cumisky, W. J.
Cummins, J., late Cox. Arklow Life-Boat
Cunningham, J.
Curnow, Paul, late Cox. St. Ives Life-Boat (2)
Curteis, W., C.G.
Curtis, Stephen, Christchurch

Debine, Lieut., R.N., C.G.
Dand, M. H. (2)
Daniels, Sergt. T.
Dark, William, M.M.
Darling, Wm., Light-house keeper Fern Island
Darling, Grace, his daughter
Darragh, H., C.G.
Davies, late Vice-Adm. G. (4)*
Davies, Capt. Thomas, R.N.
Davies, George, late Cox. Hoylake Life-Boat
Davison, W., late Cox. Sunderland Life-Boat
Dawson, T., Hartlepool
Day, Chr., Middlesbrough
Day, Thomas, Bideford
Deane, Henry, C.G.
Delpierre, Jean A., Boulogne
Dempsey, Daniel
Dempsey, D., jun.
Dempsey, Alex.
Dent, J., Newbiggin
Desmond, John, Limerick
De St. Croix, F., Jersey*
De St. Croix, J., Jersey*
De St. Croix, P., Jersey*
Devereux, M., Rosslare (3)
Dillon, Jas., C.G., Arklow
Dinneen, J., C.O. s.s. *Albatross*, of London
Dobson, T., late Cox. Donna Nook Life-Boat
Dodd, Thomas, Cox. Hoylake Life-Boat
Donkin, A., Cullercoats (2)
Donovan, Dennis, C.G. (2)
Donovan, J., C.G.
Dooley, Lieut. D., R.N., C.G.
Douglas, Alexander, C.G.
Douglas, J., Harrington
Dower, Capt. A., Dungarvan
Downing, Nicholas B.
Drayson, D., C.G.
Duffy, M., Mullaghmore
Duncan, David, late Cox. Montrose Life-Boat
Dunmore, The Earl of
Dunn, William, M.M.
Durban, John, Walmer
Dyer, B., Seaman, Wivenhoe
Dyer, B., Seaman, Wivenhoe
Dyer, Lieut. H. McNeill, R.N.
Dyer, John, Stratton

Earle, Lieut. E. C., R.N., Rye*
Eastaway, R., C.G.
Eastaway, T.
Eddy, R., Pilot, Plymouth (3)
Edington, Chas., C.G.
Edwards, D., Montrose
Ellis, Henry, C.G,, Bude
Elphinstone, Geo., Dundalk
Else, Lieut., R.N., Fowey*
Elton, Lieut. W. H., R.N., C.G.
Elwin, Lieut., R.N., Lymington
Elyard, Lieut.-Col. J. (2)*
Erridge, E., Boatman, Deal
Essell, Lieut. Wm. F., R.N., C.G.*
Evans, D., C.G., late Cox. Poolbeg Life-Boat
Evans, Henry, Carnarvon
Evans, Capt. Thomas
Evans, J., M.M., Fishguard
Evans, Lieut. Thomas, R.N.

Evans, T., sen., New Brighton (2)
Evans, T., jun., New Brighton
Evans, Wm., Cox. New Brighton Life-Boat
Evans, Wm., Pilot, Neath
Evison, Lieut. J. C., R.N., C.G.

Fairbairn, W., Cox. Dunbar Life-Boat
Farmer, David, Hayling
Farrin, G., H.M.S. *Ajax*
Fell, Robert, late Cox. Ramsey Life-Boat
Fellowes, Capt. T. H. B., R.N., C.G.
Fernie, Peter, Buckie
Festing, Lieut., R.N.
Festing, Colonel Sir F. W., C.B., K.C.M.G., R.M.A.
Fiddler, Daniel, Orkney Isles
Field, Lieut. Wm. Geo., R.N.
Field, W., Milford Haven
Finlay, G., C.G., Lambay
Finlay, William, Montrose
Fish, Chas. E., late Cox. Ramsgate Life-Boat (3)**
Fish, John, Southwold
Fisher, A. E., Ramsgate
Fisher, S., Horseferry-road
Fisher, Mrs., North Feroe
Fitzjames, Jas., R.N.
Fitzpatrick, J., C.G.
Flann, Wm., Portland
Fleming, George, Gorleston
Fletcher, T., C.G., Rosslare
Flett, Jas., Pittenweem
Flory, J., Portishead
Flynn, P., C.G., Kilrush
Fogg, James, Fleetwood
Foley, J., M.M., Port Talbot
Foley, Thos., M.M.
Foley, Winspeare, Ballycastle
Forbes, A., Peterhead
Foreman, W., late Cox. Broadstairs Life-Boat
Formby, Joseph, late Cox. Formby Life-Boat
Forward, T. R., Commander R.C. *Sylvia**
Foster, J., C.G., Aldeburgh
Found, W., Padstow
Fowell, John, Seaman
Fowler, James, M.M.
Fox, John, late Cox. Fleetwood Life-Boat
Foy, Thomas, Rossglass
Frankish, T. H., Bridlington
Franklin, Lieut. E., R.N., C.G.
Franklin, J. H., Seaton Carew (2)
Franklin, M., Seaton Carew
Franklyn, Lieut. G., R.N.
Freeman, H., late Cox. Whitby Life-Boat (2)
Freeman, James, Helston
Freeman, John, Seaman
Freemantle, Capt. C. W., R.N.*
Freeney, John, Killiney
French, Charles, C.G.
Friend, Thos., Ramsgate
Fulton, Robert, R.N.
Furlong, A., Fishguard

George the Fourth, His Most Gracious Majesty King*
Galbraith, Mrs. E., Whitney
Gale, W., Barking
Gallagher, P.
Garrett, R. (the late), Cox. Ramsey Life-Boat
Gartside-Tipping, Lieut. H. T., R.N.*
George, Philip, late Cox. Caister Life-Boat (2)
Gerrard, R., Pilot, Fleetwood
Gilbert, James, late Cox. Tynemouth Life-Boat (2)
Giles, W., M.M., Padstow
Gillespie, Andrew, Gunner
Gilmer, Wm. Dundalk
Gilson, Lieut. T. A., R.N., C.G.
Gimar, E., Master of the French brig *Le Norman*
Gin, N. Francois, Boulogne
Gleeson, R., Fethard
Glover, J., Harwich
Goldring, W., M.M., Hayling
Goldsmith, E. W., Southwold
Goldsmith, John, Ramsgate
Goldsmith, Rd., late Asst. Cox. Ramsgate Life-Boat
Goldsmith, S., Ramsgate
Gordon, John, late Cox. Tyrella Life-Boat
Goss, Capt. T., R.N., C.G. (2)*
Gough, J., Waterford
Gould, Lieut. Wm., R.N., C.G.
Gourlay, James G., St. Andrews
Graham, Lieut. G., R.N., C.G.
Graham, Capt. Philip, R.N.*
Granby, Charles, M.M.
Grandy, J. S. W., R.C. *Harpy*
Grandy, Lieut. S., R.N. (2)*
Grant, W., late Cox. Margate Life-Boat (2)
Graves, J., M.M., Carlisle
Gray, A., C.G., Fort George
Gray, D., C.G., Kilmore
Gray, Geo., Bridlington
Gray, J., M.M., Peterhead
Gray, E. W. D., Dublin
Gregory, J., C.G., St. Andrews
Greig, Robert
Grey, George, Hartlepool
Grier, John, Clacton
Griffith, David, Beaumaris
Griffith, Robert, Anglesey
Griffiths, B., M.M., Portmadoc
Griffiths, G., Pilot, late Cox. Llanddwyn Life-Boat
Griffiths, T., C.G., Mulbay
Grigson, G., sen., Clacton
Groat, William, Orkney Isles
Gruer, Wm., C.G.
Guy, Philip, Bideford

Hall, G. E., Lowestoft
Halse, R., C.G.
Hamilton, B., Cox. Black Rock Life-Boat
Hamilton, Geo., C.G.
Hamilton, H. A., J.P. (3)*
Hamono, A., M.M.
Hanning, N., C.G., Dingle

Hannagan, Michael, Cox. Youghal Life-Boat
Hansell, P. S., Broadstairs
Hansford, John, Weymouth
Harrington, Dennis, Bere
Harrington, Jas., Bridlington Quay
Harrington, T., C.G.
Harris, Ellery, Asst. Cox. Gorleston Life-Boats
Harris, F., C.G., Seafield
Harris, S., Cox. Gorleston Life-Boats (3)
Harrison, Jacob, Shields
Hatch, N. G.
Hawkins, John, Ramsgate
Hayden, F., Sandown
Haylett, James, Sen., late Asst. Cox. Caister Life-Boats*
Haylett, J., Jun. (the late), Cox. Caister Life-Boats (2)
Haylett, John, Cox. Caister Life-Boats
Haylett, Walter, Caister
Haynes, J., Cox. Port Isaac Life-Boat
Hayter, John, late Cox. Brooke Life-Boat (4)
Headon, Richard, late Cox. Clovelly Life-Boat
Heal, J., Atherfield
Heard, Rich., C.G.
Heath, Joshua, late Cox. Polkerris Life-Boat
Heavy, P., Constable, Knock
Hein, J. F., M.M.
Henin, P., Boulogne-sur-Mer
Hennessey, J., C.G.
Hennessy, Lawrence, C.G., late Cox. Hythe Life-Boat (2)
Henry, Lieut., R.N., C.G.
Henslow, Lieut., R.N., C.G.
Henwood, T., C.G., Fowey
Herbert, The Hon. Auberon
Herrington, B., late Cox. Southwold Life-Boat (2)
Hick, M., Scarborough
Hicks, Barnard, Scilly
Hicks, D., late Cox. St. David's Life-Boat
Hicks, Frederick C.
Hicks, Geo., C.G., Tyrella
Hicks, Samuel, Seaman
Higgs, S., Jun., the late (2)
Higgans, W., late Second Cox. Penzance Life-Boat
Highland, Owen, Anglesey
Hildebrand, H. (2)
Hill, J., late Cox. Newcastle, Dundrum, Life-Boat
Hill, Jas., Cox. Porthoustock Life-Boat
Hill, W.
Hillary, Sir A. Wm., Bart.
Hillary, Sir Wm., Bart. (4)****
Hills, W., late Cox. Padstow Life-Boat (2)
Hipplewhite, T., M.M.
Hodds, Wm., late Cox. Winterton Life-Boat (2)
Hodge, Robert, Clovelly
Hodgson, J., Sunderland
Hoed, F. P., M.M.*
Hogben, J., late Cox. Ramsgate Life-Boat
Hogg, William, C.G.
Holborn, S., Broadstairs
Holland, Lieut. John, R.N., C.G.
Holman, Lieut. T., R.N., C.G.
Holmes, Lance-Corpl., Rifle Brigade
Hood, Hy., late Cox. Seaton Carew Life-Boat (2)
Hood, Robt., late Cox. Seaton Carew Life-Boat
Hood, W., late Cox. Seaton Carew Life-Boat
Hook, R., late Cox. Lowestoft Life-Boat (2)
Hooke, Wm., late Cox. Blakeney Life-Boat
Hopkins, John, late Cox. Portrush Life-Boat
Horsford, Miss Josephine
Horsford, Miss Maria
Houghton, H., Hartlepool
Howard, F., Private, 57th Regt.
Howe, R., C.G., Ballygerig
Howell, J., Port Talbot
Howorth, Capt. Wm., R.N.
Hubbard, Saml., Eccles
Hughes, E., Sen., Cwmerran
Hughes, G., Pilot, Guernsey
Hughes, Hugh, Cox. Rhoscolyn Life-Boat
Hughes, John, late Cox. Bull Bay Life-Boat
Hughes, John, Liverpool
Hughes, R., late Cox. Moelfre Life-Boat
Hughes, T., Pilot, Holyhead
Hughes, W.
Humphreys, D., Liverpool
Hurle, Edwin, Ramsgate
Hurry, Stephen
Huss, T., H.M.S. *Rover*
Hutchinson, H., C.G.
Hutchinson, Henry
Hutchison, Lieut., Kingstown
Hutchison, Lieut. W., R.N.*
Hyde, James, Scilly
Hynds, John, Dundalk
Hynes, B., C.G., Galway

Iles, The late Mr. John
Inkster, Peter, M.M.

James, Lieut. Horatio, R.N.*
James, Lieut. Wm., R.N.*
Jamieson, Edward, Orkney Isles
Jamieson, James
Japp, Robert, Montrose
Jarman, Isaac, late Cox. Ramsgate Life-Boat (2)
Jeffers, Rich., C.G., Dingle
Jefferson, P., late Cox. Newbiggin Life-Boat (2)
Jellard, John, M.M.*
Jenkins, J., late Cox. Swansea Life-Boat
Jenkins, L., Pilot, Port Talbot
Jenkins, W., Fishguard
Jennings, Wm., Harwich
Jennings, W., C.G., Looe
Jesse, Commander R., R.N., C.G.
Jinks, R., C.G., Cardigan
Joachim, Capt., R.N. (4)
Jobson, Lieut. C., R.N., C.G. (2)**

John, W., Breaksea
Johns, Rich., Mevagissey
Johns, Rich., Seaman, Fowey
Johns, R.O., late Cox. Tramore Life-Boat (3)
Johns, W., M.M.
Johnson, Adl. W. W. P., the late*
Johnson, Wm., Yarmouth
Johnston, B., M.M.
Jones, Capt. C. Gray, R.N., the late (2)
Jones, C.G., Wicklow
Jones, C.G., Swords
Jones, D., Cox. Ferryside Life-Boat
Jones, E., M.M.
Jones, E., late Cox. Holyhead Life-Boat (2)
Jones, George, Boatman
Jones, George, Holyhead
Jones, Henry, Penzance
Jones, John, Merllyn
Jones, J., Pilot, Porthcawl
Jones, Lewis, Holyhead
Jones, Owen, Anglesey
Jones, Richard, Holyhead
Jones, Lieut. R., R.N , C.G. (3)**
Jones, R., late Ast. Cox. Holyhead Life-Boat
Jones, Samuel, Holyhead
Jones, Thos., Holyhead
Jones, T., M.M., Port Talbot
Jones, T., M.M., Cardiff
Joy, George*
Juniper, Wm., Mundesley

Kavanagh, P., late Cox. Arklow Life-Boat
Kavanagh, P., late Cox. Carnsore Life-Boat (2)
Keane, Richd , C.G., Helen's Bay
Kearon, Capt. Edw., Arklow
Kelland, Wm. R., Trinity Pilot, Dartmouth
Kelly, C., Howth
Kelly, Lieut. E., R.N.
Kelly, Geo. Ewd.
Kelly, J., late Cox. Appledore Life-Boat
Kendall, W., C.G.
Kennedy, Lieut. A., R.N., C.G., Ballyheigue (2)
Kennedy, E., C.G.
Kennedy, H., Belfast
Kennedy, Malcolm, Bowmore
Kennedy, Master J., Belfast
Kent, Frank, C.G., Sandwich
Kerley, T., C.G., Penzance
Kerr, E. C., Ramsey
Kerrnish, John, C.G.
Kidd, D., Fisherman, Dundee
Kinch, H., Newcastle
King, Lieut. S., R N., Southend
King, T., Harwich
Kisbee, Com. Thos., R.N.
Knight, Charles, Mate, Ramsgate Steamer *Vulcan*
Knight, J. T., C.G.
Kyle, Geo., Cox. Holy Island Life-Boat
Kyle, Matthew, late Cox. Holy Island Life-Boat (2)

Lake, A., C.G., Wick
Lambert, John, Harwich
Lamberth, Benj., Harwich
Laming, James, Cox. Kingsdowne Life-Boat
Landells, Thos., Milford
Lane, Lieut., R.N., C.G., Dartmouth
Langan, Michael, First Officer of Steamer *Princess Alexandra*
Langlands, Thos., Cox. of Whitby Life-Boats
Langton, Lieut. T. W., R.N.
La Primaudaye, Clement, Com. R.N.
Large, J., Master Gunner, R.A.
Larkin, Thomas, Mate
Lavington, Lieut. Thos., R.N.
Lawrence, James, late Cox. Selsey Life-Boat
Lazoix, Lieut. of the French Marine at Dieppe
Leask, Robert, jun , Ireland, near Stromness
Lee, Charles, late Cox. Worthing Life-Boat (2)
Lee, James, Holyhead
Leese, Charles, Gunner, R.A.
Legerton, Robert, late Cox. Clacton Life-Boat (3)
Le Geyt, Miss A. B., Bath
Leggett, Edw., Gunner
Leigh, Lieut. T., R.N., C.G. (3)**
Leslie, J., M.M., Stonehaven, N.B.
Lett, Lieut. S. J., R.N., C.G.*
Levett, N., late Cox. St. Ives Life-Boat
Lewis, E., Seaman, Barmouth
Lewis, G., C.G., Newport, Pembroke
Lewis, J., Seaman, Harwich
Lewis, Thos., Dundalk
Lewis, W., Harwich (2)
Lewis, W., Aberystwith
Ley, J., Pilot, Mevagissey
Liffen, Thomas, Lowestoft
Likely, Henry, Limerick
Linaker, Hiram, New Brighton
Lindsay, Lieut. A. J., R.A.
Lindsay, Lieut. Jas., R.N.*
Lingard, Lieut. J., R.N., Whitby*
Lithaby, P., C.G.
Llewellyn, David, C.G
Llewellyn, Mrs. Margaret, Fishguard
Llewellyn, Mrs. Martha, ditto
Lloyd, O. C.G., Lulworth
Lloyd, Lieut. S., R.N., C.G.*
Long, J. H., Youghal
Lose, John, C.G., Swanage
Louchet, L. P. A. B., Anthie
Loughor, Rees, Monknash
Love, Private R., 63rd Regt.
Lovell, Patrick, Belmullet
Lucas, Jas., C.G., late Cox. Lydd Life-Boat
Ludlow, I., Master of the American ship *Monmouth**
Lusk, A., Raeberry
Lyons, Lieut. Wm., R.N. (2)

Macalister, Robt., Wick
Macdonald, George, C.G.
Mackay, James
Mackell, Patrick, C.G,

Mackintosh, Alex., M.M.
MacMahon, Capt. H. M. M., East Clare Militia
Macnamara, Lieut. T., R.N , C.G.*
McAllister, Wm., Portrush
McArdle, Thomas, Dundalk
McBay, Jas., Johnshaven
McCarthy, J., C.G.
McCarthy, Jas., C.G.
McCombie, T., Steamer *Tearaght* (2)*
McCulloch, K., C.G. (2)
McDonald, Wm., Irvine
McGenis, G.
McGladery, Lieut. J., R.N., C.G.
McKenzie, J., C.G., Galway
McKinnon, J., M.M., Greenock
McKinstry, John, Magee
McLauglan, Jas., Howth
McLaughlin, William, Holyhead
McMillan, J., Cantyre
McNamee, P., C.G., Dunmanus
McNaughten, Neil, C.G.
McPhillips, P., Sergt. R.I.C.
McQueen, Alex., Seaman
Maddick, H.
Manby, Capt. G. W.*
Manifold, W., late Ast. Cox. Arklow Life-Boat
Mann, Lieut., R.N., C.G.
Mann, W., Ast. Cox. Aldeburgh Life-Boat
Mariole, J. B., French Pilot
Mark, Wm., C.G , Dingle
Markwell, George, late Cox. Holy Island Life-Boat
Marsh, Capt. D., R.N., C.G.*
Marshall, Charles H., Holyhead
Marshall, Capt. J., Bideford
Marshall, John, jun., late Ast. Cox. Seaham Life-Boat
Martin, Chas., C.G., St. Ives, Cornwall
Martin, Capt. D.
Martin, Wm., late Cox. New Brighton Life-Boat
Mason, J., C.G., Elie
Matthews, Edwin, late Cox. Lizard Life-Boats
Matthews, Lieut. R. B., R.N.*
May, A. C., H.M.S. *Rover*
May, W. R., C G., Boscastle
Meader, H., Ramsgate
Mearns, R., jun., M.M., Montrose
Mearns, Wm., late Cox. Montrose No. 1 Life-Boat
Mearns, Wm., jun., late Cox. Montrose No. 2 Life-Boat
Metcalfe, Jas., Hartlepool
Metherell, Lieut. R. R , R.N., C.G.*
Mewse, A., Lowestoft
Middleton, John, Deal
Milburn, John, Shields
Milburn, Wm., Laxey
Miller, J., C.G., Devonport
Miller, W., Ramsgate
Millgan, G., late Cox. Yarmouth Life-Boat
Mills, C., C.G., Clifden
Minter, O., Boatman, Deal
Mirehouse, Col R. W., C.M.G,
Mitchel, J., Pilot, Guernsey
Mitchell, C., Port Isaac (2)
Mitchell, William E., Cox. Lizard Life-Boat
Mitchell, Edwin, Ast. Cox. Lizard Life-Boat
Mittin, Philip, Wexford
Moar, Mrs., Burra Ness
Monger, Thomas, late Cox. Tenby Life-Boat
Moody, Samuel, Skegness
Moody, Samuel, late Cox. Skegness Life-Boat (2)
Moore, Alex., C.G.
Moore, Gunner Jas., Coast Brigade, Royal Artillery
Moreno, J., Master of the Austrian Barque *Eva*
Morgan, John, C.G., Thurso
Morgan, John, Pilot, Cardiff
Morgan, Lieut. R., R.N., C.G.
Morgan, T., R.C. *Stork*
Morris, John, Anglesey
Morris, Capt. J. R., R.N., C.G.*
Morris, R., Seaman, Holyhead
Morris, W. E., Port Madoc
Morrison, Lieut., R.N., C.G.
Morrison, Silvester, C.G., Sennen Cove
Morrison, W., Ballywalter
Mortley, —., C.G., Padstow
Moss, J., Boatman, Walmer
Mudd, Wm., Harwich
Mulligan, James, Sligo
Murdoch, Peter, Glendaishaig, Ayrshire
Murphy, Adam, late Cox. Tyrella Life-Boat
Murphy, James, C.G., St Ives, Cornwall (2)
Murphy, M., C.G., late Cox. New Romney Life-Boat
Murray, A., C.G., Elie

Narbett, W., Acting Cox. St. David's Life-Boat
Nelson, W., R.N., C.G.
Nepean, Capt. St. Vincent, M.V.O., R.N.
Newnham, Lieut. N., R.N., C.G.
Newsom, W., Harwich
Nichol, J., Montrose
Nicholas, Henry, Cox. Sennen Cove Life-Boat
Nicholas, Matt., late Cox. Sennen Cove Life-Boat
Nicholls, M., Clacton (2)
Nicholson, M., Knock
Nicol, Francis, *Rattie*, Gardenstown
Nicol, Francis, Gardenstown
Nicol, James, Gardenstown
Nicolle, Philip, Jersey
Niles, Wm., late Cox. Cardigan Life Boat
Noble, Andrew, Cox. Fraserburgh Life Boat (2)
Norcock, Capt. G. L , R.N., C.G.
Norris, Benj., Boatman, Deal
Norris, James
Norris, Martin
Norsworthy, W., C.G., the late (2)
Nott, Capt. E. B., R.N. (2)

O'Neil, Patrick, Scilly
O'Shaughnessy, Miss Nora
O'Sullivan, M., Bere
O'Sullivan, D., C.G.
Oliver, A., late Cox. Hauxley Life-Boat
Orr, Robt., Irvine, N.B.
Osborne, Robt., Clacton (2)
Owen, Richard, Anglesey
Owen, Richard, Ast. Cox. Moelfre Life-Boat
Owen, Thomas, Cox. Moelfre Life-Boat
Owen, Capt. Wm., Holyhead
Owen, William, M.M.*
Owen, William, Pilot, Cox. Holyhead & Steam Life-Boat (2)*
Owen, William, jun., Holyhead
Owston, John, Cox. Scarborough Life-Boat

Page, A., late Master Ramsgate Tugs (3)
Palmer, G., M.P. (2)**
Palmer, Thos. H., Southwold
Parker, Edwin, C.G.
Parker, J.
Parker, Wm., M.M.
Parrott, R., C.G., Tenby (2)
Parry, Lieut., R.N.*
Parry, Henry, Anglesey
Parry, R., M.M.
Parsons, Lieut. R., 35th Regt.
Parsons, Lieut. Thos., R.N., C.G.
Parsons, Lieut. W., R.N., C.G.
Partridge, Capt. W. L., R.N.
Pascoe, Peter, Porthleven
Patton, David, Portrush
Paul, Thos., C.G., Bude
Payne, John, C.G.
Paynter, Capt. Richard
Peake, James, H.M. Dockyard, Devonport*
Peake, Admiral T. L.*
Pearce, Rich., Penzance
Pearse, Jas., Pilot, Porthcawl
Pearse, T., Pilot, Porthcawl
Peart, John, Montrose
Pedder, Lieut. W., R.N., C.G.
Peebles, John, Irvine
Peebles, T., Irvine
Peirson, S. H., C.G.
Penney, Robert, Ramsgate
Penrose, Wm., Polkerris
Pepper, J., C.G., Lymington
Perkins, Jas., C.G., Bude
Perring, Fredk., Polkerris
Perrott, the late Sir Edward G. L., Bart.*
Perry, Frank, Weymouth
Pestell, W., late Cox. Palling Life-Boats (2)
Pestle, James, Jun.
Petrie, Mrs. Ellen, Shetland
Pettit, Jethro, late Cox. Broadstairs Life-Boat
Phillips, J., Newcastle, Ireland
Picard, Pierre
Pilcher, Stephen, late Cox. Tramore Life-Boat
Pillar, W., Gunner, R.N.
Pincomb, T., Pilot, Exmouth
Pitt, E., C.G., Atherfield
Plummer, John, Ast. Cox. Caister Life-Boat
Pockley, R., Cox. Flamborough No. 1 Life-Boat
Pomeroy, H., C.G.
Popham, Henry
Porter, William, Seaman
Potter, W., late Cox. Cahore Life-Boat
Pounder, Thos., Hartlepool
Powell, John, M.M.
Pratt, Jas., Lieut. R.N., C.G.
Prattent, Lieut. John, R.N.*
Preston, C.G., Newton
Preston, W. M., Beaumaris (2)
Prewel, R., C.G., Kilrush
Price, Thos., Beaumaris
Pride, C., C.G., Christchurch
Pringle, T., late Cox. North Sunderland Life-Boat
Prior, George, C.G.
Prior, Lieut. T. H., R.N., C.G.
Pritchard, Wm., Cox. Penmon Life-Boat
Prosser, H., C.G.
Prowse, George, Exmouth
Purdy, H., C.G., Tyrella
Purvis, R., Bridlington
Puxley, H., Dunboy
Pym, Lieut. R. E., R.N., Whitby*

Quadling, B. E., C.G. (2)*
Quayle, Capt. E. (2)
Quigley, W. T., C.G.
Quirke, G., Douglas

Rae, Wm., Whitburn
Randall, Lieut. H., R.N., C.G. (2)**
Randle, J., Bristol
Rawstone, Lieut., R.N., C.G.
Ray, J., Boatman, Tenby
Raye, Lieut. H. R., R.M., C.G.
Read, Lieut. J., R.N., C.G.
Reade, W. M., Tramore
Reading, D., Ramsgate
Redford, J., Cullercoats
Rees, A., Port Talbot
Rees, Daniel*
Rees, David, late Cox. Cardigan Life-Boat
Rees, Ivor
Rees, T., Angle
Rees, T. M., St. David's
Rees, W., Fishguard
Reeve, J., Swansea
Regan, D., C.G., Kilmore
Reilly, P., Private, A.S.C.
Renowden, J., C.G., Dingle
Revell, Edw., Seaman, Ramsgate Steamer *Vulcan*
Riach, Wm., Buckie
Rice, George, Cox. Teignmouth Life-Boat
Richards, E., M.M.
Richards, Henry, Penzance
Richards, James, Penzance
Richards, T., M.M.
Richardson, A., M.M.
Richardson, W., Coleraine
Rickard, Thos., Howth
Ridge, Capt. G. A. E., R.N., C.G.

Ridge, J., Mate of R.C. *Kite*
Ridge, J., C.G., Cadgwith
Rimmer, Thos., Cox. St. Anne's Life-Boat
Rioch, R., C.G., Collieston
Ritchie, Alexr., Sanda
Rivers, T., C.G., Lydd
Roberts, David, Colwyn Bay
Roberts, John, Clogwyn
Roberts, John, Cefn Coch
Roberts, John, Caellun
Roberts, Lewis, Holyhead
Roberts, O., Pilot, Anglesey
Roberts, R., Carnarvon
Roberts, R., Cox. Llanddulas Life-Boat
Roberts, R., Cox. North Deal Life-Boat (3)
Roberts, Robert, late Cox. Penmon Life-Boat (2)
Roberts, T., late Cox. Holyhead Life-Boat (2)
Robertson, Lieut. J. H. M., R.N., C.G.
Robertson, Lieut. R., R.N.*
Robertson-Macdonald, D., Admiral
Robertson, Hector
Robins, J. Gunn, C.G.
Robins, Edwin, Polkerris
Robins, William, Polkerris
Robinson, Lieut., R.N.
Robinson, J., Aberdeen
Robinson, T., Whitby
Robson, James, Cox. North Sunderland Life-Boat
Rockliffe, W., late Cox. Southport Life-Boat
Roderick, E., C.G.
Roderick, J. S., Ardmore
Rodgers, J., *Royal Charter**
Roe, R., J.P., Lynmouth
Rose, W., Boatman, Lowestoft
Ross, R., C.G., Curracloe
Ross, R., C.G., Dunmore
Ross, Capt. Sir Thos., R.N., C.G.*
Rossiter, T., Wexford
Rothery, Lieut. J., R.N.
Rourke, Edw., Howth
Rowe, W., C.G., Dingle
Rowe, W., Scilly
Rowe, W., Seaman, Helston
Rowlands, T., M.M.
Rowlands, W., late Cox. Holyhead Life-Boat (2)
Rowntree, T. W., Cox. Hartlepool Life-Boat
Ruddock, J., Boatman, Filey
Russell, R., J.P.
Rutter, Edward, Cox. Cadgwith Life-Boat
Rutter, J., Scarborough
Ryle, John, R.I.C.
Rymer, Lieut. D., R.N., C.G.*

Sadler, A., C.G., late Asst. Cox. Hythe Life-Boat
Salmon, C., Gorleston
Salter, F., Brighstone, I.W.
Sanderson, Lieut. J. P., R.N., C.G.
Sands, R., M.M., Bahamas
Sarony, O., Scarborough
Sauvage, C., French Fishing-boat *Isabelle*
Sawtell, Edwin, C.G.
Scanlan, Maurice, C.G.
Scarlett, R., Harwich
Schofield, Wm., Cox. Clacton Life-Boat
Sclanders, J., Chief Engineer Gorleston Steam Life-Boat
Scott, Major Henry, Dover
Scott, G. R., St. John, N.B.
Scott, J.
Selly, W. H., C.G. (2)
Sergeant, Lieut. J., R.N., C.G.
Sewell, Lieut. H. F., R.N., C.G.*
Sewell, Master John, Belfast
Shanahan, Michael, Bere
Shankey, R., C.G. (2)
Shannon, P., C.G., Kilrush
Sharrock, J. P., C.G.
Shaw, Lieut. C., R.N., C.G.
Shea, D., late Cox. Padstow Life-Boat (3)
Shea, D., C.G., Porthcawl
Shieldon, Robt., late Cox. Redcar Life-Boat
Simmons, A., Chief Engineer New Brighton Steam Life-Boat
Simpson, Jas., late Mate Ramsgate Harbour tugs
Simpson, John
Sims, Lieut. A., R.N. (2)
Sims, J., C.G., Dungeness
Sinclair, B., Thurso
Sinclair, D., late Cox. Irvine Life-Boat
Sinnott, R., C.G., Mullaghmore
Smallridge, J. H., late Cox. Braunton Life-Boat (2)
Smith, F., Boatman, Lowestoft
Smith, Hy., Pilot, Gloucester
Smith, J., Pilot, Shields
Smith, J., Thurso
Smith, O., M.M., Bideford
Smith, Peter, C.G., Lydd
Smith, T., C.G., Ballina
Smith, Wm., Bomb. R.A.
Smith, W., Aldeburgh
Smyth, H., C.G., Kilmore
Snell, Lieut. G., R.N., C.G.*
Somerville, Lieut. J., R.N., C.G. (2)*
Sotheran, Shepherd, Cox. Hartlepool Life-Boats
Southey, Lieut., R.N., C.G.
Spark, A., M.M.
Spindler, H., late Cox. Thorpeness Life-Boat
Spraggs, J., Seaman, Hayling
Stables, R., Holyhead
Standing, Edward
Stannard, F., M.M., Southwold
Stap, R., C.G., Dunbar
Stark, Lieut. P., R.N., C.G. (2)*
Starke, J., C.G.
Starr, L. G., M.M.
Steane, Lieut. J., R.N., Rye*
Steel, C., C.G.*
Steele, John, Ayr
Stephens, A., C.G., Tramore
Stephenson, B., late Cox. Boulmer Life-Boat
Stevens, Henry, Gunner R.A.
Stewart, John

Stewart, W., C.G., Ardmore
Stokes, R., late Cox. Poole Life-Boat
Stone, J., C.G., Boscastle
Stonham, Alfred
Storr, John, Whitby
Stout, B., late Cox. Longhope Life-Boat (2)
Stracey-Clitherow, Lieut. W. C., R.N.
Stragnell, Lieut., R.N.
Strahan, H., Pilot
Strains, J., C.G.
Streader, W. T., H.M. Customs, Shoreham
Strong, F. F. M., R.N.
Strowger, G., late Cox. Kessingland Life-Boat (2)
Stuart, Lieut. J., R.N., C.G.
Stuart, Lieut. T., R.N., C.G. (2)
Stubbs, C., R.C. *Tartar*
Stubbs, H., Atherfield
Stuggins, W., late Asst. Cox, Teignmouth Life-Boat
Sullivan, J., Newhaven
Sullivan, Wm. C. L.
Sumner, R., Formby*
Superville, —., M.M., Bordeaux
Surry, W., R.C. *Sylvia*
Sutcliffe, Thos., Serg., R.I.C.
Sutcliffe, Trooper, 21st Hussars
Sutherland, D., C.G.
Sutter, J., M.M.
Sutton, C., Port Talbot
Swarbrick, W., M.M.
Symmes, Lieut., R.N., C.G.*
Synge, the Rev. A., Balbriggan

Tait, Miss Grace, Shetland
Talbot, C.R.M., M.P.
Taylor, A., late Cox. Cullercoats Life-Boat
Taylor, Bremner, Orkney Isles
Taylor, J., C.G., Dundrum
Taylor, W., C.G. (3)
Taylor, William, Orkney Isles
Taylor, W. H., New Romney
Tegg, T., M.M.
Teel, W., late Cox. Plymouth Life-Boat
Terrett, T., Constable, Knock
Thomas, J., C.G., Atherfield
Thomas, Jas., Cox. Fishguard Life-Boats (2)
Thomas, J., C.G., Rocken
Thomas, R. J., late Cox. New Brighton Life-Boat
Thompson, D., Thurso
Thompson, G., Annalong
Thompson, R., C.G. (3)*
Thompson, R., late Cox. Sunderland Life-Boat
Thompson, W., Apprentice
Thorp, L., Newcastle
Tindall, S., M.M., Scarborough
Tindall, W., the late
Tinning, J. W., late Cox. Blyth No, 2 Life-Boat
Todd, Wm., late Cox. Gorleston Life-Boat
Took, Alfred, Southwold
Toole, Capt. W., 40th Regt.
Toomey, J., Kingstown
Torrens, Capt. John A. W. O'N., Royal Scots Greys*
Tose, Geo., late Cox. Runswick Life-Boat
Town, J., C.G., Folkestone (2)
Town, J., C.G., Castlegregory
Tredwen, R., Padstow
Tregidgo, W. H., C.G. (3)
Trent, J., Atherfield
Tresilian, R.
Trevaskis, E., late Cox. Hayle Life-Boat (2)
Trewhella, H., late Cox. Penzance Life-Boat
Triphook, R., R.C. *Hamilton*
Trott, T., Boatman, Deal
Tuckfield, T., Bideford
Tudor, Capt. J., R.N., Wick (2)
Tully, W., Pilot, Newcastle
Turnbull, R., Dunbar
Turner, Lieut. C., R.N.*
Turner, Jas., C.G., Leysdown, Kent
Turpin, J., C.G., Salcombe
Tutt, E., C.G., Dunmanus
Tuvache, —., French M.M.
Tyrrell, Wm., Cox. Harwich Life-Boat

Urell, J., C.G.
Usher, J., Bridlington
Usher, John, Bridlington

Van Houten, W., Rotterdam (2)
Varley, Thos., Marsden
Verion, Chas., Ramsgate
Vicary, Lieut. W., R.N., C.G., Atherfield*
Vondy, I., Cox. Isle of Man Life-Boat (3)
Vyvyan, Rev. H., M.A.

William IV., His Most Gracious Majesty King*
Waddy, Dr., Churchtown
Wade, M.M., Padstow
Wake, Baldwin Arden, Midshipman, R.N.
Wales, G., Broadstairs
Wales, J., Broadstairs
Walker, Lieut., R.N.
Walker, J., Brigg
Walker, W. Lewis, Beaumaris (2)
Wallace, J., M.M.
Wallace, William
Wallace, Mrs. William
Walsh, J., Dublin
Walsh, Martin, M.M.*
Ward, Charles, Bowman Aldeburgh Life-Boat (2)
Ward, J., R.C. *Sylvia*
Ward, Admiral J. R., the late (2)*
Warder, D. T., C.G.
Warford, G., late Cox. Pakefield Life Boat (2)
Warn, W., sen., Atherfield
Warn, W., jun., ditto
Warren, Lieut. C. D., R.N.
Wasey, Capt. E. F. N. K., R.N., C.G., (3)

Waters, Wm., late Asst. Cox. Southwold Life-Boat
Watson, T. J., Ramsgate
Watt, A., Montrose
Watt, Alexander, Gardenstown
Watt, F., M.M., Portrush.
Watt, J., late Cox. Montrose Life-Boat
Watts, Charles, M.M.
Watts, William, M.M.
Watts, Lieut. W. S., R.N.*
Waugh, E., C.G.
Webb, Edwin, C.G.
Webb, Wm., C.G., late Cox. Padstow Life-Boat
Weblin. J., C.G., Tramore
Webster, J., late Cox. Maryport Life-Boat
Wedge, W., C.G., Salcombe
Weekes, Wm. Wall, Seaman
Weldrake, E., Spurn Point
Welsh, M., M.M.
West, Wm., C.G.
Westbrook, Lieut. E. B., R.N.
Wharrier, William, late Eng. Ramsgate Tugs (3)
Wheeler, C., Atherfield
Wheeler, J., ditto (2)
Wheeler, R., ditto
Wheeler, W., Pilot
White, Jas., late Cox. Fishguard Life-Boat (3)
White, John, late Cox. Howth Life-Boat
White, Joseph, Portland
White, J. K., C.G. (2)
Whitley, Elias, Jersey
Whyte, Mrs., Aberdour
Wickham, E., Cox. Wexford Life-Boat
Wickham, T., late Cox. Wexford Life-Boat
Wilds, Robert, late Cox. Deal Life-Boat (2)
Wilkie, C., M.M.
Wilkinson, Geo., Fleetwood
Willcox, J., C.G., Lydd
Williams, D.
Williams, H., late Cox. Kingstown Life-Boat
Williams, Hugh, Penmaen
Williams, Rev. J., Holyhead*
Williams, J., M.M. (2)
Williams, J., Swansea
Williams, J. M., Padstow
Williams, Lieut. J. O., R.N., C.G. (2)
Williams, Owen, late Cox. Cemlyn Life-Boat
Williams, Rev. O. Lloyd (2)
Williams, William, Grocer, Llanddulas
Williams, William, Quarryman, Llanddulas
Williams, William, Seaman
Williamson, R. (2)
Williamson, Robert, Thurso
Williamson, W., Pilot, Wick
Wilson, J., Pilot, St. Andrews
Wilson, John, M.M.
Wilson, Ralph, Holy Island
Wilson, T., M.P.*
Wilson, T., Pilot, Holy Island
Wilson, W., Pilot, Holy Island
Wishart, J., Wick, N.B.
Wood, James, s.s. *Marrs*
Wood, T. L., C.G. (2)
Woodgate, James, late Cox. Dover Life-Boat (2)
Woodham, Lieut. R.N., C.G.
Woods, E. W., Cox. Gorleston No. 1 Life-Boat
Woodward, Geo., Stoker, Ramsgate Steamer *Vulcan*
Wordly, S., Harwich
Wright, John, Greenock
Wright, J.
Wright, Robert, late Cox. Fleetwood Life-Boat (2)
Wyatt, G., Seaman, Harwich
Wylde, Lieut. S., R.N., C.G.
Wyrill, H., Scarborough

York, H.R.H. The Duke of, the late (1824)*
Yare, Richd., Stoker, Ramsgate Steamer *Vulcan*
Young, A., C.G., Shoreham
Young, A. H., C.G., Blatchington
Young, Lieut. T., R.N., C.G.

# NUMBER OF LIVES SAVED

The total of lives for the saving of which the Committee of Management have granted rewards since the foundation of the Institution on the 4th March, 1824, has been 48,627.

| Year | Life-Boats | Shore-Boats, etc. | Total No. of Lives |
|---|---|---|---|
| **1824** | — | — | 124 |
| **1825** | — | — | 218 |
| **1826** | — | — | 175 |
| **1827** | — | — | 163 |
| **1828** | — | — | 301 |
| **1829** | — | — | 463 |
| **1830** | — | — | 372 |
| **1831** | — | — | 287 |
| **1832** | — | — | 310 |
| **1833** | — | — | 449 |
| **1834** | — | — | 214 |
| **1835** | — | — | 364 |
| **1836** | — | — | 225 |
| **1837** | — | — | 272 |
| **1838** | — | — | 456 |
| **1839** | — | — | 279 |
| **1840** | — | — | 353 |
| **1841** | — | — | 128 |
| **1842** | — | — | 276 |
| **1843** | — | — | 236 |
| **1844** | — | — | 193 |
| **1845** | — | — | 235 |
| **1846** | — | — | 134 |
| **1847** | — | — | 157 |
| **1848** | — | — | 123 |
| **1849** | — | — | 209 |
| **1850** | — | — | 470 |
| **1851** | — | — | 230 |
| **1852** | — | — | 773 |
| **1853** | 97 | 581 | 678 |
| **1854** | 132 | 223 | 355 |
| **1855** | 75 | 331 | 406 |
| **1856** | 129 | 344 | 473 |
| **1857** | 132 | 242 | 374 |
| **1858** | 110 | 317 | 427 |
| **1859** | 227 | 272 | 499 |
| **1860** | 210 | 245 | 455 |
| **1861** | 288 | 136 | 424 |
| **1862** | 358 | 216 | 574 |
| **1863** | 417 | 297 | 714 |
| **1864** | 432 | 266 | 698 |
| **1865** | 532 | 182 | 714 |
| **1866** | 426 | 495 | 921 |
| **1867** | 783 | 303 | 1,086 |
| **1868** | 603 | 259 | 862 |
| **1869** | 871 | 360 | 1,231 |
| **1870** | 513 | 271 | 784 |
| **1871** | 658 | 224 | 882 |
| **1872** | 569 | 170 | 739 |
| **1873** | 471 | 197 | 668 |
| **1874** | 543 | 170 | 713 |
| **1875** | 726 | 195 | 921 |
| **1876** | 515 | 85 | 600 |
| **1877** | 848 | 200 | 1,048 |
| **1878** | 471 | 145 | 616 |
| **1879** | 637 | 218 | 855 |
| **1880** | 577 | 120 | 697 |
| **1881** | 966 | 155 | 1,121 |
| **1882** | 741 | 143 | 884 |
| **1883** | 725 | 230 | 955 |
| **1884** | 633 | 159 | 792 |
| **1885** | 371 | 184 | 555 |
| **1886** | 601 | 160 | 761 |
| **1887** | 368 | 204 | 572 |
| **1888** | 626 | 174 | 800 |
| **1889** | 420 | 207 | 627 |
| **1890** | 555 | 218 | 773 |
| **1891** | 568 | 168 | 736 |
| **1892** | 836 | 220 | 1,056 |
| **1893** | 428 | 170 | 598 |
| **1894** | 649 | 141 | 790 |
| **1895** | 533 | 176 | 709 |
| **1896** | 312 | 149 | 461 |
| **1897** | 537 | 125 | 662 |
| **1898** | 682 | 74 | 756 |
| **1899** | 501 | 108 | 609 |
| **1900** | 690 | 175 | 865 |
| **1901** | 397 | 93 | 490 |
| **1902** | 364 | 91 | 455 |
| **1903** | 572 | 137 | 709 |
| **1904** | 390 | 138 | 528 |
| **1905** | 397 | 153 | 550 |
| **1906** | 595 | 177 | 772 |
| **1907** | 932 | 224 | 1,156 |
| **1908** | 486 | 152 | 638 |
| **1909** | 434 | 210 | 644 |
| Total | 28,659 | 11,779 | 48,627 |

Note.—Prior to 1853 the lives saved by Life-Boats, Shore-Boats, etc., were not separately recorded.

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

**Incorporated by Royal Charter.** **Supported Solely by Voluntary Contributions.**

**Patron—His Most Gracious Majesty the King.**

*Chairman*—COLONEL SIR FITZROY CLAYTON, K.C.V.O., *V.P.*
*Deputy Chairman*—SIR JOHN CAMERON LAMB, C.B., C.M.G., *V.P.*
*Secretary*—GEORGE F. SHEE, Esq., M.A.

# APPEAL.

THE Committee of Management of the Royal National Life-Boat Institution earnestly appeal to the British Public for Funds to enable them to maintain their 280 Life-Boats now on the Coast and their Crews in the most perfect state of efficiency. This can only be effected by a large and permanent annual income.

The work of the Life-Boat should appeal to all, whether they reside inland or on the coast. There are probably few inhabitants of the United Kingdom who have not friends or relatives who at one time or another "go down to the sea in ships," and no British men or women can be indifferent to a work which is of peculiar interest to the people of the greatest maritime country in the world.

We cannot all take a personal part in the noble act of life-saving, but we can all at least contribute to help those who make this splendid work part and parcel of their normal duty, and to assist the women and children who may be left without support through the heroic self-sacrifice of husband, father or brother.

The Committee are confident that, in their endeavour to provide the brave Life-Boatmen, who nobly hazard their lives in order that they may save others, with the best possible means for carrying on their great work, they will meet with the generous support of the public, so that the scope and efficiency of our great life-saving service, of which the Nation has always been so proud, may not have to be curtailed.

**WILL YOU HELP TO SAVE THE LIVES OF THE SHIPWRECKED?**

If you are willing to contribute to the great national work of the Life-Boat, please fill up the attached form, and forward it, with your remittance, to—

THE SECRETARY,
ROYAL NATIONAL LIFE-BOAT INSTITUTION,
22 Charing Cross Road, London, W.C.

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The Institution granted rewards for the saving of **644** lives in 1909, namely, 434 by the Life-Boats, and 210 by fishing and other boats, etc. The total of lives saved, for which rewards have been granted, from the Establishment of the Institution in 1824 to 31st December, 1909, is **48,627.**

It should be specially noted that the Life-Boat Crews, excepting when remunerated by the owners of vessels for property salvage service, are rewarded by the Institution for their efforts, *whether successful or not*, in saving life.

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

*(Supported solely by Voluntary Contributions.)*

## *ITS WORK.*

The Institution is constantly occupied in building, equipping and maintaining Life-Boats, transporting carriages, boat-houses and slipways, wherever required on the Coasts of the United Kingdom: in paying Life-boat coxswains, crews and helpers, for services rendered, including exercises: and in awarding them medals, vellums, etc., for conspicuous bravery: in awarding medals, certificates or grants of money to those who, at the risk of their own lives, save, or endeavour to save, by means of shore boats or otherwise, life from shipwreck on the Coasts of the United Kingdom: in granting pecuniary compensation to men injured on service: in granting pecuniary compensation to the Widows and other dependent relatives of Life-boatmen who lose their lives on service:—not less than £100 being allowed for each Widow and £25 for each dependent child: and in granting pensions or retiring allowances to Life-Boat coxswains, bowmen and signalmen of long service and good character.

*To the Secretary,*

ROYAL NATIONAL LIFE-BOAT INSTITUTION,

22 Charing Cross Road, London, W.C.

SIR,

I heartily approve of the objects of the ROYAL NATIONAL LIFE-BOAT INSTITUTION and desire to support them.

Please enrol my name as a Subscriber (Donor) to the Funds of the Institution. I enclose............................................... value £ *s.* *d.* as a contribution to the Funds (which I hope to continue from year to year).

*Name**..........................................................

*Full Address*..........................................................

..........................................................

* Please state full title for printing.

# FORMS OF BEQUEST.

## For those who wish permanently to benefit what must necessarily be a permanent Work of Humanity.

*I give and bequeath to the* ROYAL NATIONAL LIFE-BOAT INSTITUTION for the Preservation of Life from Shipwreck, London, *Incorporated by Royal Charter, the sum of £ for the use of the said Institution, and I declare that the said Legacy shall be paid free from Legacy Duty, and that the receipt of the Treasurer of the said Institution shall be a sufficient discharge for the same.*

[Under the new Mortmain Act, all descriptions of Property may now be left by Will to Charities, and the following form may therefore be useful in cases where it is intended to make Real or Leasehold Property the subject of the Bequest.]

*I give unto the* ROYAL NATIONAL LIFE-BOAT INSTITUTION for the Preservation of Life from Shipwreck, London, *Incorporated by Royal Charter, all those Lands, Houses and Premises known as* [Strike out any unnecessary words and describe the Property by reference to its situation, boundary extent, and occupation as nearly as possible] *for the use of the said Institution.*

This Book must be returned to the Library on, or before, the last date shown below.

~~18 JAN 1956~~

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